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American plan. European  
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municating rooms. Free bus to and  
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modern, well conducted hotel.  
The first-class hotel of Vic-  
toria, B. C.

# Victoria Daily Times.

VOL. 40.

VICTORIA, B. C., WEDNESDAY MAY 31, 1905.

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When you have business with  
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Ask Central for  
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NO. 177.

## SIGNS OF FAILING VISION

When your eyes tire in reading.  
When you frown or partly close the eyes  
when looking at an object.  
When your eyes become dim after  
being looked at for some time.  
When the eyes ache, smart or water; or  
when you have pain in the eyeball, orbit,  
temples or forehead.  
When you have any nervous derangement  
that you cannot otherwise account for.

All these conditions are curable by the proper glasses, such  
as we will furnish you after scientific examination.

**CHALLONER & MITCHELL**



## FLOUR

Ogilvie's "Royal Household," per sack... \$1.65  
"Dixi Brand" Pastry, per sack ..... \$1.40

## SUGAR

20 lb. sack Vancouver Granulated ..... \$1.30

Ashley Strawberries Fresh Every Day

**Dixi H. Ross & Co.**

Progressive Grocers

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FOR POULTRY.

Keep the hens in a good humor by feeding ground clam shells. The hens  
"must" have it.

**SYLVESTER FEED CO.**, 87-89 Yates St.  
Tel. 413.

### BATHING FATALITY.

Young Man Lost His Life in Lake  
Washington.

(Associated Press.)

Seattle, May 30.—While swimming in  
Lake Washington, near the university  
boat house, George Ray Sutherland, a  
member of the freshman class at the  
state university, was drowned last night.  
The body was recovered from the water  
immediately after the accident, but life  
was extinct. Mr. Sutherland was 22  
years of age and was the eldest son of  
George H. Sutherland, a prominent  
Walla Walla plumbing contractor.

Sutherland and two other college boys  
were swimming together when the  
drowning occurred. Evidently he was  
seized with cramps and sank twice be-  
fore his companions could reach him.

They both struggled bravely and were  
nearly drowned themselves in their  
efforts to save him. After coming to the  
surface for a third time he sank about  
twelve feet from the end of the wharf  
in eight feet of water.

Physicians worked over the body for  
more than two hours in an effort to  
resuscitate the drowned boy, without  
avail.

### DESTRUCTIVE FIRE.

Nineteen Business Houses and Two  
Dwellings Burned.

(Associated Press.)

Winnipeg, May 31.—Nineteen business  
houses and two dwellings in War Road,  
Man., 90 miles southeast of here on the  
border, were destroyed by fire this morn-  
ing. The loss is \$200,000.

## MINISTER THANKS VICTORIOUS TOGO

### REFERS TO CAPTURE OF ADMIRAL ROJESTVENSKY

The Czar Has Received Further News  
of Battle But It Is Kept  
Secret.

(Associated Press.)

Washington, D. C., May 31.—The  
state department has received the follow-  
ing cablegram from Tokio dated to-  
day:

"Rojestvensky's skull is fractured re-  
quiring operation, serious, but not dan-  
gerous."

"Total Japanese losses to date: three  
torpedo boats sunk; three officers killed,  
about 200 men killed and disabled."

### MINISTER'S TELEGRAM TO ADMIRAL TOGO.

Tokio, May 30—8:30 p.m.—Admiral  
Yamamoto, minister of the navy, has  
sent the following telegram to Admiral  
Togo:

"The enemy's second and third squadrons,  
successfully overcoming the diffi-  
culties attending their voyage eastward,  
showed themselves no mean power; but  
your squadron intercepted them in ad-  
vance of their destination, putting them to  
confusion, destroying and capturing  
nearly all their units."

"But your victory does not end here.  
You captured the enemy's commander-in-  
chief. It is most gratifying for our na-  
tional cause that you achieved such a  
victory."

"We send sincere congratulations and take  
occasion to praise the virtue of the Emperor;  
to thank you and those under  
you for the onerous service, extending  
over many months, and to express sym-  
pathy for the killed and wounded."

### STORY OF LOSS OF THE GROMOBOK DENIED.

St. Petersburg, May 31—1:30 p.m.—  
The admiralty denies the report tele-  
graphed to the London Daily Express  
that the cruiser Gromobok, of the Vladivostock  
squadron, had been sunk with  
nearly 800 men on board. A message was  
received from Capt. Bouskoff, her  
commander, last night, which it was be-  
lieved was sent by wireless telegraph to  
Vladivostock.

Vice-Admiral Skrydloff, who was re-  
ported to be on board the Gromobok, is in  
St. Petersburg.

The Gromobok sailed out of Vladivostok on Saturday, as Admiral Ro-  
jestvensky was reported to have arrived in  
the Straits of Korea, but the admiralty decline to say whether the Gromobok  
was engaged.

The admiralty had no further news to  
communicate this morning.

A report of the battle, however, has  
been received from the captain of the  
Russian transport Korea, now at Woo  
Sung, and it is also understood that the  
Emperor has received a communication  
from Japan, possibly from Rear-Admiral  
Nebogatoff or Admiral Rojestvensky.

### MEN FROM BRITISH STEAMER AT NAGASAKI.

Nagasaki, May 31.—The captain, chief  
engineer and two seamen of the British  
steamer Oldhamia have arrived at Sasebo.

The Oldhamia, which was bound from  
Hongkong for Japan, was captured by  
the Russians on May 19th, and at first it  
was reported that the vessel captured  
was an American. The men who have  
arrived at Sasebo were taken by the  
Japanese from a Russian steamer on  
May 27th.

### CONTRACTS PLACED ON NEW YORK MARKET.

New York, May 31—Contracts  
amounting to fully \$5,000,000, calling  
for the shipment with all dispatch of elec-  
trical equipment, machines and tools  
have been placed in this market on Jap-  
anese account. The orders were mostly  
closed by the New York representatives  
of Japanese firms. The machinery is for  
installation in the principal government  
shipbuilding yards and arsenals. Be-  
cause of the inauguration of a war tax,  
ranging from 3 per cent. to 10 per cent.  
on various foreign equipments entering  
Japan after July 1st, most of the orders  
call for shipment overland to the Pacific  
coast.

### RUSSIAN PRESS CONDEMNS THE BUREAUCRACY.

St. Petersburg, May 31.—The cais-  
trope which has overtaken the Russian  
fleet has given tremendous impetus to  
the demand upon Emperor Nicholas for  
the immediate convocation of a national  
assembly without awaiting action upon  
the report of Bonhomieu's rescript commis-  
sion. With the single exception of the  
reactionary Svet, the press pours out  
indignation and wrath upon the bureau-  
cracy which is held responsible for all  
the misfortunes of the war. Only the  
Novosti and the Bourse-Gazette, how-  
ever, declare that peace should be con-  
cluded. The Russ, now the widest read  
paper in Russia, says: "Those guilty of  
Russia's disgrace should be overwhelmed  
with shame."

"The death of half a million of men,"

the Russ continues, "and the loss of  
billions of money is the price of the  
refusal of progress and western civil-  
ization. Sebastopol struck the shackles  
from the serfs, and Port Arthur, Mukden  
and Tsu Islands should free the Russians  
from the slavery of the bureaucracy."

The Slav, another popular paper, is  
even more bitter. It says: "Enough.  
Blinfield for two hundred years, the  
Russian people have been marching to  
the brink of destruction, but bandages  
are now torn from the eyes of 130,000,  
000 of Russians, and they will neither  
be led nor driven over the precipice.  
Let the people speak. The bureaucracy  
has had its day, and has crowded its  
work of national shame and humili-  
ation. It will now suffer with those who  
have suffered in silence. From this  
moment a conversion of the people has  
become as necessary as the air we  
breathe. If the bureaucracy this time  
stands between the Emperor and the  
nation, let it beware. Let it remember  
the lessons of Russian history; let it  
remember the Semyski Sober of 1640."

"The Japanese are not fighting the  
Russian people, but the Russian  
bureaucracy, which has rejected with  
energy the talent of the nation for a host  
of sycophants and time-serving courtiers.  
Our only consolation at this bitter hour  
is the consciousness that it is not the  
people but the government which has  
suffered defeat. Enough."

The Snyotchitva and Nashashin, two  
constitutional papers, are equally bitter.  
The Novoe Vremya, while milder, de-  
fending the Russian administration  
against the charge of rottenness, and in-  
sisting that there is plenty of patriotism,  
as evidenced by the fact that more young  
officers volunteered to go with Admiral  
Rojestvensky than were needed, never-  
theless joins in the cry for an immedi-  
ate summoning of the people.

"It may be fatal," the paper adds.  
"All Russia's intelligence and all her  
ability are needed to meet the advancing  
crisis."

The Listok says: "The war has taught  
the lesson that education, self-govern-  
ment and freedom are always victorious  
over ignorance, misrule and despotism."

### DRIVING BACK RUSSIAN OUTPOSTS.

Ushua Pass, May 30.—The outposts  
of General Kamimura's army, on the  
Japanese right flank, pushed forward,  
and coming into contact with the Rus-  
sians, drove in the outposts for a short  
distance, but the action is now sus-  
pended.

### SOLDIERS IGNORANT OF ROJESTVENSKY'S DEFEAT.

St. Petersburg, May 31.—Despatches  
from the front say the news of Admiral  
Rojestvensky's defeat is not yet known to  
the Russian armies in Manchuria—and  
that the soldiers are still hoping for Rus-  
sian naval victory.

### THE CUP WINNER.

Schooner Atlantic Which Finished First  
in Race Across Ocean, Arrives at  
Southampton.

(Associated Press.)

Southampton, Eng., May 31.—The Ameri-  
can three-masted auxiliary schooner  
Atlantic, winner of Emperor William's  
cup, arrived here early this morning  
flying the Stars and Stripes. She  
soon attracted a crowd of admirers to  
the quayside.

Valhalla Sighted.

Scilly Islands, England, May 31.—The  
English yacht Valhalla, one of the con-  
testants in the trans-Atlantic race, was  
sighted this morning 20 miles southwest  
of these islands.

Two Yachts Reported.

Liverpool, May 31.—The British  
steamer Vancouver, which arrived here  
to-day from Portland, Me., spoke the  
two-masted schooner yacht Endymion,

May 25th, in lat. 45, long. 38, and the  
auxiliary three-masted schooner Sun-  
beam on May 26th, in lat. 47, long. 31,

both contestants in the trans-Atlantic.

The Utawana.

Plymouth, May 31.—The Deutschland,  
which arrived here to-day from New  
York, May 25th, sighted the three-mast-  
ed schooner Utawana, one of the con-  
testants in the trans-Atlantic race, yes-  
terday 435 miles west of the Lizard.

### AGRICULTURAL CONFERENCE.

Commissions Appointed. One Being  
Under Lord Minto, Formerly Gov-  
ernor-General of Canada.

(Associated Press.)

Rome, May 31.—The international con-  
ference on agriculture has appointed  
three commissions; the first to study the  
organization of international institutes,  
under the chairmanship of M. Barres,  
the French ambassador to Italy; the sec-  
ond to study the object the institute  
has in view, under the chairmanship of  
Lord Minto, one of the British dele-  
gates; and the third to consider the  
means by which the institute shall be  
supported, under the chairmanship of  
Signor Rava, the Italian minister of  
agriculture.

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terday 435 miles west of the Lizard.

### HONOR THE FLAG.

The Speech of Defender of Ladysmith  
at Gibraltar on Empire Day.

(Associated Press.)

London, May 31.—The text of a speech  
delivered by Sir George Stewart  
White, governor of Gibraltar, at  
Gibraltar on Empire Day, May 24th, has just  
been received in London.

Sir George based his speech on a re-  
cent address by former ambassador

Chouteau on the subject of patriotism. The

governor said that England was sadly

lacking in education in regard to patri-  
otism compared with the United

States, where a vast and increasing

population enjoyed the blessings of peace

and unequalled wealth, which meant the

sinews of war, and, where statesmen,

headed by the far-seeing President

Roosevelt, overlooked no opportunity of

educating the children of the nation to  
honor the flag above all else.

Sir George said that England's omis-  
sion in this respect was a notable blot,

and fraught with dangerous potentiali-  
ties.

### SOCIAL DEMOCRATS.

Party in New York Select Ticket With  
Algeron Lee For Mayor.

(Associated Press.)

New York, May 31.—A city ticket has  
been nominated by the Social-Democrats  
headed by Algeron Lee for mayor. The

candidate came from the West some

years ago. The platform demands

among other things municipal ownership

of public utilities.

The death of half a million of men,"

the Russ continues, "and the loss of  
billions of money is the price of the  
refusal of progress and western civil-  
ization. Sebastopol struck the shackles  
from the serfs, and Port Arthur, Mukden  
and Tsu Islands should free the Russians  
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the brink of destruction, but



## We Handle All Good Family Remedies

No matter what medicine, or drug, or sick room necessity, or toilet requisite, or drug store article of any kind you may desire, we invite you to come here and get it. You will receive courteous attention. You will find us exceedingly anxious to please you in every respect. We are proud of our drug store, and feel that it deserves all the trade which it receives. We invite you to come here to do all your drug store buying, and recommend us to your friends. Prescriptions and household recipes carefully and accurately compounded. Only pure drugs used.

### CAMPBELL'S PRESCRIPTION STORE

COR. FORT AND DOUGLAS STREETS.

## 12c Net Per KW Hour For Electric Light

You need not be afraid to use it at this price. You will find it as cheap as lamps. We will help you to wire a rented house until June 30th next

### B. C. Electric Railway Co., Ltd.

35 Yates Street.

### FRESH, CRISP, DELICIOUS

**Smith's Swiss Sodas**  
**Excelsior Cream Sodas**  
**Tin 25c**  
Ramsay's Empire Sodas

Fresh Every Few Days

### The Saunders Grocery Co., Ltd.

Phone 28.

Johnson Street.

## SIX RUSSIAN BATTLESHIPS SUNK

### ACCORDING TO LATEST REPORTS FROM TOKIO

Officers of Vessels Which Have Reached Vladivostok Tell of the Naval Battle.

Washington, May 30.—The Japanese legation to-night gave out the following cablegram from Tokio:

"Fifth report from Togo, received May 30th:

"The main force of our combined fleet, upon accepting the surrender of the remaining Russian main force on the afternoon of May 28th, as already reported, stopped pursuit, and while engaged in the disposition of the surrendered ships found in a southwestern direction the Admiral Ushakov, a coast defence ship. Thereupon the cruisers Iwate and Yashima were immediately dispatched in pursuit and invited her to surrender, but she refused and was sunk at 6 p.m. Her crew of over three hundred men were rescued.

The cruiser Dimertri Donskoj was also found in the northwestern direction at 4 p.m., and was immediately overtaken and fired on vigorously by our fourth division and second destroyer Bortika, and the next morning was found aground on the southeastern shore of Urleung islands; off the Korean coast. Our destroyer Zanami captured toward the evening of May 24th, in the south of Urleung island the Russian destroyer Bledov, wherein were found Admiral Rojestvensky and another admiral, both severely wounded, together with eighty Russians, including staff officers from the flagships Prince Suvoroff (Kiazi Suvoroff), which sank at 5:30 p.m. on May 27th; they were all taken prisoners.

"Our cruiser Chitose, while cruising to the northward on the morning of May 28th, found another Russian destroyer. Our cruiser Niijitsaka and destroyer Murakumo attacked also at noon on May 28th a Russian destroyer, which finally went aground.

"According to various reports heito received, and statements of prisoners, the result of the battle from May 27th to May 29th is as follows: Prince Suvoroff, Alexander III., Borodino, Dimitri Donskoj, L. Admiral Nachimoff, Monomach, Jenuching, Admiral Ushakov, one converted cruiser, two destroyers sunk; Nicholas I., Ord, Admiral Aprikos, Admiral Semilin and destroyer Bledov captured.

"According to the prisoners the Osloba was sunk about 3 p.m., and the Navarin also was sunk.

"The cruiser Almaz, on May 27th was

observed in a disabled and sinking condition, but her final fate is yet unknown. The full particulars regarding the injury to our ships are not yet known, but so far as I could ascertain none were seriously injured, all being still engaged in operations. The whole casualties are not yet ascertained. Casualties of first division are a little over 400. "Prince Yoritomo in excellent health. Admiral Misu slightly wounded on May 27th."

Sixth report, received the afternoon of May 30th: "Loss of Osloba and Navarin confirmed. Sissoi Veliki also definitely reported to have sunk on the morning of May 28th."

The official statement of the Russian losses, so far as ascertained, is the following: Six battleships sunk: Prince Suvoroff, Imperator Alexander III., Borodino, Osloba, Sissoi Veliki and Navarin.

CLAIM THEY SAW JAP VESSELS SINK.

Vladivostok, May 30, 4:30 p.m.—The Russian protected cruiser Almaz and the torpedo boat destroyer Gronzy have arrived here. The officers of these vessels report that in the naval battle two Japanese battleships were sunk, and that two Japanese cruisers were dangerously listed with their heads down as the officers lost sight of the battle Saturday. A heavy fog then dropped and prevented their being able to see more of the result.

Up to 4 o'clock this afternoon no other vessels of the Baltic fleet had yet arrived, and the signal stations at Askold and Rimsky, Korsakoff islands, reported none in sight.

Officers of the Almaz and Gronzy say that both fleets had already sustained terrible losses when the Almaz and Gronzy broke

through the Hostile Line. Of the Japanese, two battleships had gone down before their eyes, and two cruisers, their sterns high out of the water, seemed ready to plunge head foremost to the bottom of the sea.

The Russian fleet, they say, was then in a sad plight. Rojestvensky's flagship, the Kiaz Suvoroff, and her sister ship, the Borodino, and the cruisers Osloba and Ural were utterly destroyed, and when the fog closed down and the scene of the battalions from sight, northward of the speeded vessels, a third great Russian battleship, the Alexander III., seemed in sore distress, but putting up a valiant fight against throngs of torpedo boats, and still continuing her attacks on the cruisers of the Island Empire.

Torpedo boats were also clinging around the other ships of the fleet like angered wasps, separate torpedoes darting in again and again to launch their weapons.

The Almaz, which arrived at her anchorage here Monday evening, bears scars of the battle. Her mizzenmast is pierced by a cannon shot, but the Gronzy, though engaged for several hours in a running fight at short range, with a large Japanese destroyer, shows no signs of the fray. After her commander, Capt. Andruski, had been wounded, and an officer and three men had been killed, the Gronzy succeeded in sinking her opponent with a luckily placed shot and reached Vladivostok without further adventure at 11 o'clock this morning.

The officers of the cruisers and torpedo boats in the harbor and the military officials from the fortress swarmed on board the Almaz to learn news of the fight. The story was short. According to the officers of the Almaz, the fleet under Rojestvensky met the Japanese in the Straits of Korea, near Tsushima, and the opposing forces

Impended Clowd In.

Being lightly armored, the Almaz, had been ordered by Admiral Rojestvensky before the battle, separated her

self from the main fleet at the first opportunity, and headed for Vladivostok soon after the commencement of the action, but not too soon to observe that the losses on both sides in the titanic combat were great.

Early in the battle an officer of the Almaz, while watching Rojestvensky's flagship, the battleship Kiaz Suvoroff, for a signal, saw the flagship shudder from stem to stern as if under a blow from a gigantic hammer, and hesitate in her course, while the waves rose high from her armored sides. Then she commenced to list and sink. The officers believe that the debut of the submarine boat as an effective agent in naval warfare, or perhaps a large mine, caused the damage, however, was so extensive that the flagship soon went down, leaving the deck officers and many of the crew struggling in the waves.

One of the Russian torpedo boats, either the destroyer Buinyor or the Bravu, ran in and picked up a number of the swimmers, one of which was recognized through a glass as Admiral Rojestvensky.

Under the cruel attack of the Japanese warships, aided by torpedo boats, mines and submarines, the Borodino, Osloba and Ural were placed out of action and followed the flagship to the bottom.

The fog, which had raised and lowered intermittently during the morning, now began to settle down again, and the distance of the Almaz, which had now succeeded in disengaging herself

in the combat from the struggling ships, made it difficult to see clearly, but the officers are positive they saw two Japanese battleships disappear beneath the waves before their eyes, and that two Japanese cruisers appeared on the point of sinking.

The arrival of the Gronzy at 11 o'clock to-day was marked by the same scenes of excitement as those which characterized the advent of the Almaz. The correspondent of the Associated Press visited the wounded commander of the destroyer, Capt. Andruski, at the hospital, and the captain confirmed the details given by officers of the Almaz. He described his combat as a running fight, in which the Gronzy was engaged for several hours, finally sinking the pursuing Japanese destroyer.

NOTHING DEFINITE REGARDING ROJESTVENSKY.

London, May 31.—The English newspapers are still without official news, but the semi-official news from Vladivostok given in a dispatch received by the Emperor Nicholas from Gen. Lvovich are completely mystified regarding the fate of Admiral Rojestvensky. The Associated Press interesting dispatch from Vladivostok shows that the report that Madam Rojestvensky had received a telegram from her husband dated Vladivostok must be placed among other similar and numerous rumors current, such as that Admiral Volkovshen had arrived at Vladivostok, that he died of cancer on May 24th, and other equally unfounded reports. It now seems practically certain that Rojestvensky is a prisoner. The Daily Telegraph's Tokio correspondent says he has it on reliable authority that Rojestvensky was wounded in the arm and surrendered.

Every successive dispatch adds to the completeness of the Russian disaster and the European press is busily casting about for an explanation of the extraordinary collapse of the fleet. There has been rumor of insubordination and mutiny on board the vessels of Rojestvensky's fleet, though nothing authentic was known concerning this.

The Daily Telegraph's Moji, Japan, correspondent says that the captain of the armored cruiser Admiral Nakhimoff, and another officer were swimming about in an exhausted condition for many hours when they were rescued by some Shimoneski fishermen.

C. M. COOKSON, plumber and heating. Jobbing work especially. Estimates on all kinds of plumbing and sewer work. Headquarters for up-to-date English washstands. Tel. 674. 97 Johnson street.

LOST AND FOUND.

Advertisements under this head a cent a word each insertion.

LOST—Black monkey, with white face. Reward of \$5 for return to 9 Johnson St.

BOARD AND ROOMS.

Advertisements under this head a cent a word each insertion.

TO LET—One suite of well furnished large front rooms, from bath and telephone. Gordon Hotel, Yates street. Phone 1018.

FURNISHED ROOMS—First-class table recommended. One brick house and grounds. 227 Johnson, corner Vancouver.

TO LET—Large front room, suitable for two, with or without board. Apply 84 Discovery street.

FURNISHED front room to rent. 56 Michigan street.

FURNISHED ROOMS TO RENT—With or without board. Cor. Phoenix and Toronto, James Bay.

FURNISHED housekeeping rooms to rent, single or en suite. 128 Yates street, across from Dominus Hotel.

DYEING AND CLEANING.

LADIES' SKIRTS CLEANED and pressed, from 50c. Leah, 95 View St. Phone 941.

B. C. STEAM DYE WORKS, 141 Yates street. Largest dyeing and cleaning establishment in the province. Country orders solicited. Tel. 200.

PLUMBERS AND GAS FITTERS.

A. & W. WILSON, Plumbers and Gas Fitters, Bell Hangers and Timemats. Dealers in the best descriptions of Heating and Cooling Apparatus, Gas Fitters, etc., applying supplied at lowest rates. Broad street, Victoria. B. C. Telephone call 120.

UNDERTAKING.

W. J. HANNA, Graduate U. S. College of Embalming, New York, 102 Douglas street. Office telephone, 408. Residence telephone, 611.

RUSSIA CANNOT CONSIDER PEACE.

Washington, May 30.—"Until some word of peace comes out of Tsarskoe Selo, Nippon has but to fight on."

This epigrammatic remark of Mr. Takahira, the Japanese minister, made with the details of the victory of the Japanese before him, sets forth also the opinion of the Washington and other neutral governments represented here, regarding the effect of the battle upon Russia's policy.

Whether Count Cassini, the Russian ambassador, will be the bearer of that fatal word when he sees the President to-morrow or Thursday, remains to be seen; but the ambassador tonight was more emphatic than ever in declaring that the war would go on indefinitely. While admitting that he would see the President in the next few days and have a long conference on the general situation, the ambassador strongly discouraged any hopes of an early peace.

"Perhaps after Liao Yang there was a possibility of peace," he said. "I will not say there was not an idea of peace at that time in certain quarters, but now after this crushing defeat never."

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The fog, which had raised and lowered intermittently during the morning, now began to settle down again, and the distance of the Almaz, which had now succeeded in disengaging herself

in the combat from the struggling ships, made it difficult to see clearly, but the officers are positive they saw two Japanese battleships disappear beneath the waves before their eyes, and that two Japanese cruisers appeared on the point of sinking.

The arrival of the Gronzy at 11 o'clock to-day was marked by the same scenes of excitement as those which characterized the advent of the Almaz. The correspondent of the Associated Press visited the wounded commander of the destroyer, Capt. Andruski, at the hospital, and the captain confirmed the details given by officers of the Almaz. He described his combat as a running fight, in which the Gronzy was engaged for several hours, finally sinking the pursuing Japanese destroyer.

NOTHING DEFINITE REGARDING ROJESTVENSKY.

Advertisements under this head a cent a word each insertion.

KAI CHUNG & BHOO, 118 GOVERNMENT ST.

Employment agency; servants and laborers for any work. Ring up phone 1122.

Boot and shoe store.

DO NOT BOTHER with would-be chimney sweepers. Call on Messrs. Lloyd & Co., 97 Johnson street. Tel. 674. Late sweater to H. M. R. Navy Yard. Esquimalt. Latest information used. Drawing lot, 50c guaranteed; charges reasonable; roofs cleaned, painted and repaired.

FOR GARDENING—Cleaning, or in fact work of any kind, ring up the W. C. T. U. Mission, 117 Jeansson street. Phone 1124.

SITUATIONS WANTED—FEMALE.

Advertisements under this head a cent a word each insertion.

MUST BE SOLD—4 garden rollers, 250 to 500 pounds, \$3 to \$8. 4 Broughton street.

FOR SALE—One copper boiler and galvanized battery. Apply E. B. Marvin & Co.

FOR SALE—Thoroughbred pointer pups. J. T. Legg, 91 Herald street.

FOUR PRIZE PEKIN DUCKS—Very best stock, in full profit. Hollis, Lansdowne road.

LATE CABBAGE PLANTS—25c per 100, \$2 per 1,000; tomatoes, 25c per box of one dozen plants; cauliflower, 50c per 100. Mt. Tolmie Nursery, Victoria, B.C.

FOR SALE—Steam thresher, 1 1/2-inch portable engine, 1 1/2-inch cylinder, 45-inch advance separator, in first-class order. Apply to James Todd, Mt. Tolmie P. O.

FOR SALE—GARDENING—Cleaning, or in fact work of any kind, ring up the W. C. T. U. Mission, 117 Jeansson street. Phone 1124.

SITUATIONS WANTED—FEMALE.

## CONSIGNMENT OF THE FAVORITE

## "CALEDONIAN"

JUST RECEIVED

R. P. RITHET &amp; CO., LTD.

## TENTS TENTS

SAIL LOFT AND TENT FACTORY, 125 GOVERNMENT STREET, UP-STAIRS.  
With our new and up-to-date electric machines we can manufacture Sails, Tents, Bags, Covers, etc., CHEAPER THAN THE CHEAPEST. We have a very large assortment of Drill and Duck Tents to choose from. See our Waterproof Tents. The largest and best equipped Sail Loft and Tent Factory in the city. We rent Tents cheaper than ever.

ESTABLISHED 22 YEARS.

PHONE 705.

F. JEUNE & BRO.,  
Practical Sail and Tent Makers  
and Contractors.HALL'S  
COMPOUND SYRUP OF  
HYPOPHOSPHITES

THE BEST

Blood and nerve builder. Drives away that tired spring feeling.

\$1.00 A BOTTLE

HALL & CO.,  
DISPENSING CHEMISTS,  
Clarence Block, Cor. Douglas and Yates Sts.

## STEAMER WRECKED

Struck a Rock When on Passage to  
Halifax—Sawmills Destroyed—  
Suicide in Prison.HALIFAX, N. S., May 30.—The French steamer *Pro Patria*, bound from St. Pierre, Miquelon to Halifax, with passengers and mails, struck a rock at Bear Cove, a mile from Foulough, C. B., and is full of water. She will likely be a total loss. The steamer had thirty passengers and a crew of twenty, all of whom reached shore with difficulty. The steamer was about fifty miles out of her course.

## Body Found.

Montreal, May 30.—The body of Allison H. Sims, who left his Montreal home here on Saturday, November 5th, and had not been heard of since, was found floating in the river at Maisonneuve, in the east end of the city, this morning. The body had been in the water for a considerable time, probably since the date of his mysterious disappearance. He was a well-known business man.

## Destroyed by Fire.

Roberval, Que., May 30.—The large sawmills here belonging to A. B. Scott were destroyed by fire last night. The loss is about \$55,000, and is partially covered by insurance.

## Mrs. E. Higie Dead.

Kingston, Ont., May 30.—Mrs. Elgin Higie is dead of injuries alleged to have been inflicted by her husband as a result of a quarrel over money. Higie is in jail. Deceased was Higie's second wife.

## Winnipeg Exhibition.

Winnipeg, May 30.—Indications point to a more successful exhibition here this year than even last year, when the Dominion fair was held here. Several Eastern houses are applying for double the space they occupied in 1904, and space is now being allotted.

## Death of Mrs. Sutherland.

Winnipeg, May 30.—The widow of the late Senator Sutherland died to-day, aged 84 years. She was one of the leading characters in the Red River history.

Winnipeg, May 30.—A party of 250 English immigrants went West to-day to join Farmer Barr's colony at Lloydminster.

## Petition Dropped.

Calgary, N. W. T., May 30.—The petition against the return of M. S. McCarthy, M. P. for Calgary, has been dropped by the Liberals.

## Death of Former Bandmaster.

Toronto, May 30.—There passed peacefully away to day at his late residence, No. 242 College street, Toronto, in his 94th year Isaac Suckling, one of the oldest and most respected citizens of Toronto. Mr. Suckling enjoyed exceptionally good health until very recently, having been able to go out for his daily walks until about eight weeks ago. For some years he has lived a retired life, but in the earlier part of his career was in the Imperial army and saw consider-

## POSSIBILITY OF TROUBLE.

Fishermen May Not Accept the Offer  
Made By the Cannery Owners.

A private meeting of the Fishermen's Union was held on Saturday afternoon," says the New Westminster Columbian.

Those who attended the gathering, which was not a large one, though representative, are very reticent with regard to what occurred, but it is stated that the meeting was called to consider an offer which has been made or which will be forthcoming in a day or so from the Canners' Association.

It is reported on good authority that the cannery for some time have been contemplating making the fishermen a flat offer of 8 cents per fish for the entire season, and that the fishermen met on Saturday to consider the question. Those who were present refuse to divulge anything of what occurred, and even the well known fishermen about the city are in ignorance of what passed.

A prominent fisherman stated, however, to a representative of the Columbian that such an offer as that mentioned above would not be entertained a moment by the men on the river, and he

## Colds

It should be borne in mind that every cold weakens the lungs, lowers the vitality and prepares the system for the more serious diseases, among which are the two greatest destroyers of human life, pneumonia and consumption.

Chamberlain's  
Cough Remedy

has won its great popularity by its prompt cures of this most common ailment. It aids expectoration, relieves the lungs and opens the secretions, effecting a speedy and permanent cure. It counteracts any tendency toward pneumonia.

Price 25c, Large Size 50c.



## Easy to Keep Well

If you take proper care of your stomach and take regularly every morning half a glass of

## Hunyadi Janos

It will surely drive out

## CONSTIPATION

and all the other unpleasantness that come from a sluggish liver. It will bring you health and keep you well.

Most enlightened and eminent physicians in every part of the globe recommend it.

was doubtful whether 10 cents per fish would be considered.

The offer of 8 cents per fish by the cannery, it is understood, will be a final one, and in that event the fishermen, or many of them who are prominent in the business, say that there will be a strike till the cannery can be sued to raise the figures?

## GREENWOOD MINING NEWS.

Chicago Capitalists Purchase the Preston Mine—Work on West Fork of Kettle River.

Greenwood, May 26.—Col. L. T. Dickason, a prominent capitalist of Chicago, largely interested in the coal business in that section, E. Ford Johnson and Wm. Bailey, also of Chicago, were visitors at Greenwood during the latter part of last week. The party visited the Crescent, Last Chance, Preston, Helen, Skylark and several other properties. All expressed themselves highly pleased with the country and greatly impressed with the possibilities of the Greenwood high grade belt. Col. Dickason and Mr. Johnson have returned to Chicago, but expect to come back and pay a more extended visit to the camp during the coming summer. Mr. Bailey will remain for some time, and it is not unlikely that he will make Greenwood his headquarters permanently. While here the party purchased the Preston mine adjoining the well-known Crescent mine. From the Preston some of the richest ore yet found in the camp has been taken, assays ranging from \$142 to \$808 per ton in gold and silver. The details of the deal are withheld, but it is understood the price paid was a substantial one, the previous owners retaining an interest. It is the intention of the new owners to organize a stock company, but limited to themselves and their associates, among whom are Messrs. Ferdinand W. Peck, Samuel K. Martin and other prominent Chicago capitalists.

Development work has already begun under the supervision of W. H. Jeffrey, M. E., a force of nine men having been started at work immediately. Negotiations were concluded, and the title to the property acquired.

Although mine and claim owners in the west fork of the Kettle river country have no railway nearer than the C. P. R. terminus at Midway, the work of developing the mineral properties there is being actively undertaken, and the whole country is at the present time a scene of wonderful activity. The Vancouver and Boundary Creek Developing &amp; Mining Company, the company owning and operating the Sally group of claims, has just completed a fine wagon road from Beavendell to tunnels No. 1 and 2, one of the principal claims in their group. The distance from the town to the tunnels is about three miles. Robert Wood, the founder of the city of Greenwood and president of the operating company, when seen about the Sally gave a very interesting account of the mine, which in view of the increasing interest being manifested by capital in this most promising district, should give a very fair idea of the class of properties obtainable in the West Fork district.

The company owns twelve claims in the Sally group named as follows: The Sally, the Rob Roy, the Sally Fraction, the Excelsior, the Tunnel, the Alice M., and the Hard Times. Most of the work done so far has been on the Sally, which is now in a position to ship continuously, and has shipped intermittently for the past two years. The work done so far has been tunnelling and surface cross-cutting. There are ten distinct veins on the group, the area of which is roughly 400 acres. These veins have a north-east and south-west direction, and dip slightly to the east. On vein No. 1, on the Sally a tunnel has been driven on the vein over 300 feet, with an upraise of 100 feet, this value is 80 feet. The vein is faulted in places, but the management has always been able to pick it up again after losing it temporarily. This vein averages about 2 feet 6 inches in width, and shipments to the Trail smelter have given the company from \$100 to \$135 per ton after treatment charges and freight from Midway were paid. The ore contains a little gold and some grey copper, but the bulk of the value is in silver. Veins No. 2 and 3 are also on the Sally. On No. 2 a tunnel is now in 90 feet. The vein is larger than No. 1, and contains shoots of very high ore, some of it running as high as \$700 per ton, in fact in many of the samples the silver can be seen in an absolutely pure state. Veins Nos. 4, 5, 6, 7, 8, 9 and 10 are on adjoining claims, the Hard Times and Rob Roy, and excepting for surface cross-cutting have had but little work done on them. The Sally is now self-sustaining, and further provides the funds for the assessment work on the claims yet to be granted. On No. 1 vein, which is over 4 feet wide on the surface there are pay shoots running as wide as 20 inches. These pay shoots are immensely rich, and now that the company has means to haul ore winter and summer, instead of only in winter as heretofore, it is expected that much more work will be done this year than ever before.

## TO SEE ISLAND MINES.

Arrangements Being Made For Reven-

ing Resources to Visiting Miners.

In connection with the convention of the American Institute of Mining Engineers, which is to be held here in July, it has been arranged that the visitors shall be shown the mining resources of Vancouver Island in as complete a manner as possible.

Clermont Livingstone, manager of the Tyee Copper Company, has arranged for a special train on the E. &amp; N. to enable this being done. The party will be carried up the line by rail, and at Dunceans conveyances will be in waiting

## ELECTRICAL TREATMENT.

Miss Ellison Will Conduct Establishment at Oak Bay Hotel.

Electricity is in use in many forms, but nowhere is it of more practical service than in the domain of surgery and medicine, and the leading hospitals and sanitariums in every country are now supplied with various forms of electrical appliances for the prevention and cure of disease.

Perhaps the earliest form of therapeutics was the application of heat, whether in a natural mode as sunshine, medicinal springs and baths, or artificial as poultices, fomentation, etc. But most heat becomes painful at 115 degrees F., and unbearable at 120 degrees.

That rays of light have a beneficial effect on the health is a matter of general experience, and according to old English proverb, "The physician never comes when the sun shines."

Acting upon this, the sun bath system has originated, and in places where strong continual sunshine can be converted upon patient are exposed for hours to its influence, clad in the lightest of attire. It has been said, "Water is good, air is better, and light is the best of all, for we are not aquatic animals, and air and light animals."

The relation of the nerves and gen-

erative organs in women is so close that nine-tenths of the nervous prostration, nervous debility, the blues, sleeplessness and nervous irritability arise from some derangement of the ovaries, which makes her a woman.

The loss of depression or restlessness and irritability. Spirits easily affected, so that in one minute she laughs, the next minute weeps. Pain in the ovaries and between the shoulder. Loss of voice: nervous dyspepsia. A tendency to cry at the least provocation. All this points to nervous trouble.

Nothing will relieve this distressing condition and prevent months of prostration and suffering so surely as Lydia E. Pinkham's Vegetable Compound.

Miss Lydia Stowell, of 177 Wellington St., Kingston, Ont., writes:

Dear Mrs. Pinkham:

"Your medicine is indeed a Godsend to suffering women, and I only wish that they all knew what it can do for them and there would be no need of dragging out miserable lives in agony. I suffered for years, and still pain, pain, pain, and cramps, and excruciating headaches, but a few bottles of your Vegetable Compound made life look new and promising to me. I am light and happy and I do not know what sickness is, and I have enjoyed the best of health now for over four years. Lydia E. Pinkham's Vegetable Compound has sent me into thousands of homes in health."

Will not the volumes of letters from women made strong by Lydia E. Pinkham's Vegetable Compound convince all women of its virtues? Surely you cannot wish to remain sick and weak and discouraged, exhausted each day, when you can be as easily cured as other women.

to take them up to Mount Sicker.

This is but the beginning of the arrangements which will ultimately be made to give the representative mining men of America the opportunity of seeing the mineral wealth of the Island.

The visitors are undoubtedly the greatest body of mining men who have ever come to the coast.

MECHANICS, FARMERS, SPORTS-

MEN!—To heat and soften the skin and re-

move grease, oil and rust stains and

earth, etc. use THE FAMOUS MEDICINE'S

FOR SOAPS. Albert Tailor soap Co. Mfrs.

SOCIAL IN SANANICH.

Farewell to Rev. T. H. Wright and Mr.

and Mrs. Brooks.

In South Saanich Methodist church last night a farewell social was tendered to Rev. T. H. Wright, who has been transferred to Duncan. The social was intend as a send-off to Mr. Wright, and Mr. and Mrs. H. J. Brooks, of the same church, who are about to take up their residence in Victoria. Among those present were Rev. G. K. B. Adams, of the Metropolitan Methodist church, and Rev. Dr. Reid, who gave short addresses. An enjoyable programme with plenty of refreshments made the evening pass pleasantly. An address was presented to Mr. and Mrs. Brooks as follows:

May 29th, 1905.

Rev. J. P. and Mrs. Westman:

Dear Brother and Sister:

We, the undersigned, desire on behalf of the members and congregation of the Centennial Methodist church to express our hearty appreciation of your labors amongst us.

Your invariable kindness and sympathy has won for you an abiding place in our hearts, our thoughts and our prayers.

You have been a source of encouragement in hours of weakness. Your energy,

example and faith have often helped us

to carry through to a successful conclusion many apparently impossible tasks.

As a church, our borders have been increased, our faith strengthened, and the religious life of our members and congregation widened and deepened through your labors of the past three years. You have carried the Gospel message into many homes, and in awakening those who had grown careless and indifferent to the claims of God and His church, and in leading many souls to accept Jesus as their Saviour, your ministry has been blessed among us.

As the relationship of the past three years is now coming to an end, we beg of you to accept of these grateful remembrances of your ministry.

We trust and pray that you will ever have in all your fields of labor what is dearest to us, namely, other recompenses lifted upward into happy communion with their God.

Yours in Christian love:

Edward Parsons, president of V. Y. S.; M. L. Johns, president of Ladies' Aid; L. E. Adams, president of W. M. S.; C. B. Deaville, superintendent of Sunday school; F. W. Davy, secretary of joint board; S. Johns; R. S., and J. T. Deaville, secretary of trustees board.

TO SEE ISLAND MINES.

Per steamer Whitehead from Seattle—Chas

Rochester, P. H. Gillmore, F. G. Wright, C.

W. Storer, W. A. Mulcahy, W. S. Hurt and

wife, F. H. Wiley, Geo. E. Robin and wife,

A. H. Mitchell, and wife, R. A. Cunningham,

W. M. Fleming, Chas Hayward, W. L. Bur-

ker, F. Dyke, H. S. Stevens, Mrs. Kelly,

Graham Way, Capt. Gilmore and wife, S. O.

Lindau, C. Takahashi, K. Kinno, Miss Gill-

more, C. D. Pitten and wife, D. A. Smith,

Dan Muilo, Miss Van Nett, Ida Horne, F.

W. Elliott, Miss Clark, W. H. Howlett and

wife, F. G. Taylor, Ell Curson, Mrs. Walker,

D. Bradley, F. A. Howlett, A. Spence, J. M.

Harris, J. J. Hermans and wife, S. C. Har-

sard, Louis Cohen, E. M. Hushbrook, &amp; C.

Horn, C. S. Strong and wife, P. McMeekin,

J. C. Phillips, R. N. Talbot, P. A. Kelly.

TO SEE ISLAND MINES.

From this date the undersigned will not

be responsible for any indebtedness incurred

**The Daily Times**

Published every day (except Sunday) by the  
**TIMES PRINTING & PUBLISHING CO.**  
LIMITED.  
John Nelson,  
Managing Director.  
Offices ..... 23 Broad Street  
Reportorial Room ..... 48  
Business Office ..... 1000  
Daily, one month, by carrier ..... 75  
Daily, one week, by carrier ..... 35  
Twice-a-week Times, per annum ..... \$1.00

Copy for changes of advertisements must be handed in at the office not later than 9 o'clock a.m.; if received later than that hour will be charged the following day.

All communications intended for publication should be addressed "Editor—the Times," Victoria, B.C.

The DAILY TIMES is on sale at the following places in Victoria:  
Jones's Cigar Store, Douglas Street.  
Empress Hotel Stand, Government St.  
Knight's Stationery Store, 75 Yates St.  
Victoria News Co., Ltd., 36 Yates St.  
Victoria Book & Stationery Co., 61 Govt.  
T. N. Hibben & Co., 69 Government St.  
A. H. Campbell, 100 Government St.  
Campbell & Collin, Govt. and Trounce Alley.  
George Marsden, cor. Yates and Govt.  
H. W. Walker, grocer, Esquimalt road.  
W. Whyte, 31 Douglas St.  
Mrs. Cross, Victoria West post office.  
Pop. Stationery Co., 11 Government St.  
T. Redding, Craigflower road, Victoria W.  
Geo. J. Cook, cor. Esquimalt Rd. & Rutherford.  
J. F. McFetridge, Old Bayview.  
George Marsden's for delivery of Daily Times.

The TIMES is also on sale at the following places:

Seattle—Lowman, 616 First Ave.; Opposite Pioneer Square; Hotel Seattle News Stand; Rainier Grand Hotel News Stand.

Vancouver—Hotel; Galloway & Co.

New Westminster—J. J. McKay, H. Morey & Co.

Kamloops—Smith Bros.

Dawson & McElroy—Bennett News Co.

Victoria—Wallace, M. W. Simpson.

Nanaimo—E. Pimbury & Co.

White Horse, Y. T.—Bennett News Co.

Revelstoke—C. D. Beattie, Red Cross Drug Store.

Grand Forks—Smith & McRae.

Phoenix—McBride Bros. & Smith.

Grand Forks—W. H. Itter.

Bennie—W. A. Ingram.

Portland, Ore.—Oregon News Co., 147 Sixth St.; McConnell & Anderson.

CANADA THE LAND OF PROMISE.

Speaker Cannon of the United States House of Representatives has been on a tour of inspection through Canada. Mr. Cannon is candid enough to admit that what he saw was impressive. He says he envies us our inheritance and would be pleased to see it incorporated as part of the republic. He did not affect to regard the Dominion with disdain as some of his countrymen, especially those of the writing profession, have done. The mind that comes to Canada in a properly receptive mood generally returns to the place from whence it came intelligently impressed with our prospects and possibilities. The mind of the average Briton is usually the most difficult to impress. It finds the conditions here so different from those to which it has been accustomed in its own well-tilled and regularly laid-out land that it cannot cast aside its prejudices. The comparative crudeness of our methods in settling the prairies and forests and subduing them to our service naturally first attracts the attention of the novice. These are the features he writes about and warns his readers against. He has not had an opportunity to weigh results as they appear in overflowing granaries and fat pocketbooks. Occasionally a writer of penetration and discrimination finds his way West and records the facts respecting our public lands and the public lands they are endeavoring to have settled and brought under cultivation. In "Canada As It Is" Mr. John Foster Fraser, a British writer, discourses entertainingly and with obvious discrimination of our people and our country. Mr. Fraser came West and gathered his data in personal intercourse with officials and in personal observation of our industries and activities. Mr. Foster says he had the pleasure of meeting the Premier of Canada. Sir Wilfrid's personality suggested to the author the "suave, smiling courtesy of Mr. Balfour's father" than the vigorous dogmatism of Mr. Chamberlain. Tallish, with a slim, virile frame, he gives you a hand that is large, warm, and generous. He looks at you with eyes soft as those of a woman, but Norman, and as blue as summer skies. The voice is gentle, serene, delightful to hear. You feel you are in the presence of the most charming man in Canada. It is later that you begin to mark other characteristics—the long, straight, tight mouth, the skin slightly sallow and scored with innumerable lines, the forehead imaginative rather than contemplative, and on either side tufts of hair tinged with the snow that never melts. He speaks pure English, but every now and then he pronounces a word, especially words with "r" in them, as a Frenchman does. He is a Frenchman—Canadian-French in his sympathies, his speech, his courtesy."

Herewith is a picture of the impression produced by the sight of the immensity and the prolific fertility of the prairies:

"We are Headquarters FOR View Books and Souvenir Post Cards. We publish 136 different subjects of British Columbia Scenery in Post Cards. We have also a fine assortment of View Books of Victoria, Vancouver and Nanaimo.

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## See Our Stock Of Ladies' Handbags

A Direct Shipment

PRICES 75c to \$12.00  
CHILDREN'S 10c, 25c

Cyrus H. Bowes, Chemist  
98 Government St., Near Yates

## Business Property

### Choice Corner Lot Near Post Office \$8,000

Particulars to principals only.  
Money to Loan.  
Fire Insurance Written.  
Stores and Dwellings to Let.

P. R. Brown Co., Ltd  
PHONE 1076. 30 BROAD ST.

The poet may sing of the old "Oaken Bucket"

And the water he drew from the moss covered well,  
But Victorians sing of a water called White Rock,

As pure as a snow flake and clear as a bell.

To get the pure water the poet has told of,

One must go to the well and the windlass must turn.

No trouble at all to hear about White Rock,

Go to Pithier & Leiser its merits to learn.

Try it just once! You'll tell others about it.

We know of its goodness, and are telling you true;

At this holiday time you surely will need it,

For friends are all coming to visit with you.

## HANDSOME BUNGALOW

We are offering one of the best laid out modern bungalows in the city at the present time, every modern convenience, and exceptionally good locality. Call and get particulars. If you want a charming home, this is

A SNAP

Grant & Gonyers  
NO. 2 VIEW STREET.  
Opp. Main Entrance to Driard Hotel.

## CITY NEWS IN BRIEF:

At the banquet given by Joseph H. Choate by the bar of England upon his recent visit from the ambassadorship, it was noted that G. H. Mumford & Co.'s wine and champagne served. The banquet was one of the most brilliant and notable functions of recent times, and the exclusive use of G. H. Mumford's champagne shows the unique and distinguished position which that wine occupies among the elite of Great Britain.

### THE REMEDY

WE HAVE IT. If your blood is impure, here is the purifier:

#### TEAGUE'S COMPOUND EXTRACT OF SAPSAPARILLA

Has No Equis.

B. C. DRUG STORE,  
Phone 256. 27 Johnson St., Near Store.

J. TEAGUE.

Lidbom Soap—Bainfootant—is strongly recommended by the medical profession as a safeguard against infectious diseases.

### C

Take in a supply of "SLAB WOOD" before the wet weather sets in. To be had at Lemon, Gonnason & Co.'s mill. Telephone 77. Prompt delivery.

### D

Fast steamers for Skagway: Steamer Jefferson, May 20th; steamer Dolphine, May 20th. The Alaska Steamship Company, 100 Government street.

### E

Out of the many millions invested by the Mutual Life of Canada during the 35 years of its history not one dollar has ever been invested in stocks or any other kind of speculative investment. All the securities of the Mutual Life of Canada are "trustee securities"—the safest to be had. A. B. McNeill, Special Agent; E. L. Drury, Manager, 34 Broad street.

### F

Keep Cool! by having some pretty striped awnings put on your windows. We make them all sizes. Estimates cheerfully given. Smith & Champion, 100 Douglas street.

### G

The Margherita Mandolin Club will meet at the studio of Sig. Claudio the evening, 117 Cook street. The object of the meeting is for organization purposes.

The meeting will be held for all members at 8.15 o'clock. Those who have not yet made returns on behalf of the recent tuberculous concert are requested to make returns to the secretary of the Margherita Mandolin Club to-night.

### H

Carpets cleaned by our electric carpet cleaning machine last longer and look better than those cleaned in any other way. Price per yard for cleaning, 5 cents; for laying, 5 cents. Smith & Champion.

### I

The Fernwood Municipal Association will meet this evening in Odd Fellows' hall, Spring Ridge, when the report of the committee appointed to investigate the question of assessment will be submitted. It is hoped that there will be a large attendance, as the business to come before the meeting is of a most important character. All appeals from present taxation must be made before June 4th, as the court of revision sits on the 14th of June.

### J

Storekeepers should try the effect of one or two preserved palms. Judiciously placed they are very pleasing to the eye and cool in appearance; need no attention, and brighten things up wonderfully.

New stock just arrived, from 60 cents each up, at Weiler Bros.

## Dr. Lyon's PERFECT Tooth Powder

Cleanses and beautifies the teeth and purifies the breath. Used by people of refinement for over a quarter of a century. Very convenient for tourists.

PREPARED BY

J. H. Lyon, D.D.S.

All kinds of upholstery and mattress repairing. Prices right. Smith & Champion.

A summer outing on summer seas, Sunday, June 4th, V. & S. steamer Iroquois. Train leaves 9.45 a.m.

Fine Furniture.—We have just put into stock another earload of elegant furniture in choice quarter-oak. Come and look over the new styles, they will bear the closest inspection. Weiler Bros.

A piece of old hickory furniture on your lawn would be like a picture in a suitable frame, and it would be very inviting to those needing rest. Prices from \$4 each upwards, at Weiler Bros.

The members of the "Elijah" chorus are requested not to forget the rehearsal this evening in the First Presbyterian school room.

At the inquest yesterday afternoon into the circumstances surrounding the death of Warden John, evidence was given that death was due to a rupture of a large vessel near the heart. The jury brought in a verdict in accordance with this.

In the city police court this morning Eliza Tuck, a colored woman, pleaded guilty to being an inmate of a bawdy house. She was sentenced by Police Magistrate Hill to \$50 fine or three months with hard labor. She took the latter. Chinese perjury case was again remanded.

A union meeting of teachers and officers of the Sabbath schools of Calvary Baptist church was held last evening. There was a good attendance, and plans for the picnic were discussed. The report of the committee on transportation was received, and it was decided that the picnic be held this year at Langford Plains.

Word comes from the north that fire broke out in the electric light station at Atlin on Monday afternoon. There was a strong wind from the south, and the whole town was threatened. The Grand hotel at the opposite end of the town and several business houses also caught from the burning embers. The situation for a time was very serious. A sudden change of wind was the salvation of the town. The electric light station, the Northern Lumber Company's mill and the steam laundry were totally destroyed. The loss is \$90,000, with no insurance.

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Kang Yu Wei, the leader of the Chinese reform party which is being organized in Canada, the United States and other lands of the Occident where Chinese are to be found, is in San Francisco en route to Mexico and South America to organize his countrymen in those parts of the world. It is understood he will be accompanied by his 18-year-old daughter, Kang Tung-Pih, who is a most loyal supporter of the reform movement. She has been attending school in Hartford, Conn., for several years. On several occasions she has addressed large audiences on behalf of her people, and is counted something of an orator. Yang Yu Wei has twice visited Victoria, and not only has a large following here, but made during his sojourn in the city a large circle of friends among the white people.

Storekeepers should try the effect of one or two preserved palms. Judiciously placed they are very pleasing to the eye and cool in appearance; need no attention, and brighten things up wonderfully.

New stock just arrived, from 60 cents each up, at Weiler Bros.

## THE BEARING SEA FLEET SOON SAILS

### VESSELS PREPARING TO LEAVE IN JUNE

Statement of the Agnes G. Donoghue's Case Has Been Made Out—Shipping Notes.

Sailing schooners are preparing to leave on route to Bearing sea between the 15th and 20th of June. The vessels are being hauled out in turn on Tuesday's ways and, according to present expectations, there will be about the same number operated this year as were employed in the business last fall.

The season when hunting in the Bearing sea is permissible does not open until August 1st, but an allowance has to be made for the time taken in securing Indian hunters on the coast, for the time occupied on the voyage and for a few days' rest at Unalaska in order that a fresh supply of water may be taken aboard before proceeding to the hunting grounds.

A number of the sealing capitals have already visited the West Coast villages for the purpose of getting their native hunters and have met with fair success. But the Indians cannot always be depended on, and the vessel owners have learned by long experience that it is well to provide for possible delays in shipping their native crews.

The Agnes G. Donoghue, H. Dallas Helmcken has prepared a statement of the Agnes G. Donoghue case for transmission to the Governor-General of Canada through Lieut.-Governor Sir Henri Joly de Lotbiniere. The facts as set forth in this statement have already been published, the report made by Mr. Helmcken being a mere recital of the incidents leading up to the seizure of the vessel and a request that the imperial government press for justice in the matter.

A letter from one of the crew of the schooner says: "We are in what you might call a desperate condition. For the first two months after capture we were confined on board, but after we were allowed to go on shore at Will provided we signed a document set to the best of the country, which means we are comparative strangers. I hope you understand we are on shore and during five months some of us have not earned a dollar."

THE MARVIN'S LUCK.

A press despatch from Halifax referring to the arrival of the schooner E. B. Marvin at the Nova Scotia capital says: "Captain Anderson reports putting into Rio Grande. De Sol, thinking to land his cargo and ship it from there to London, but when the schooner reached that port the Brazilian authorities sealed the hatches and would not allow the crew access to the hold. The schooner remained eight days, and the captain, seeing no chance of the hatches being opened, decided to leave, but was refused a pilot, and was also informed that he could not go until the authorities saw fit. Captain Anderson, however, decided to leave, and when his departure was discovered a revenue vessel gave chase. The schooner touched the bar, but managed to slip over, and was soon speeding northward toward Halifax, leaving the revenue cutter far behind."

NO CAUSE FOR ANXIETY.

It is expected that the war risks policy on tonnage desired for Japan will now be taken off in consequence of the sweeping victory Togo has achieved. It was feared in shipping circles that if the Russian fleet eluded the Japs and reached Vladivostok that the shipping interests of the Pacific, at least in so far as the commerce with Japan was concerned, would be jeopardized. From this time forth, however, there will be no feeling of anxiety, and vessels will be able to move up and down across the Pacific without fear of capture.

MARINE NOTES.

Tug Lorne towed the lumber laden ship Cedarbank to sea from Chemainus yesterday.

The steamship Elford is still in Esquimalt awaiting orders. Her skipper, however, is looking for instructions shortly, ordering him to the Sound for cargo.

The Adderley has finished loading at Chemainus, and the Snow and Burgess will have her cargo all aboard at Comox in a few days.

ANNUAL CONVENTION.

King's Daughters Will Meet in This City, Beginning To-morrow.

The King's Daughters of British Columbia will meet in its fifth annual convention in this city this week. The first of the meetings will be held to-morrow. After the devotional exercises an address of welcome will be delivered by Mrs. Hassell. Following this the business will be as follows: Roll call; minutes of the last convention; minutes of interim meetings of the executive; announcements of committees; correspondence; reports of provincial secretary and treasurer; and business arising out of the minutes.

The time of the remainder of the convention is apportioned as hereunder:

Thursday afternoon, 2 o'clock—Devotional exercises; roll call; minutes; report of district secretaries; report of committee on constitution; provincial headquarters; and affiliation with Local Council of Women.

Friday morning, 10 o'clock—Devotional exercises; roll call; minutes; reports of districts secretaries; report of committee on constitution; provincial headquarters; and affiliation with Local Council of Women.

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Nothing so good for Constipation. Bilioousness. Indigestion. Headache. Sour Stomach as **Abbey's Effervescent Salt**. Sleeplessness. Bad Breath. Coated Tongue. Inactive Liver. Dizziness. A teaspoonfull in a glass of water in the morning. 25¢ and 60¢ a bottle.

## PROVINCIAL NEWS.

**REVELSTOKE.** Saturday's Mail says: "Monday witnessed the peculiar experience of Revelstoke being white with snow in May. Considerable damage was done to trees in gardens and shrubberies, branches, and in some cases the trunks of the trees being broken by the weight of snow."

**GRAND FORKS.**

Superintendent A. D. McPhee, of the McKinley mine, Franklin Camp, brings the good news that the big ore body had been struck in the tunnel just run on that property. The ore was encountered at a distance of 94 feet, the present length of the tunnel. The entire face is in ore assaying \$10 per ton. The depth of the face of the tunnel from the surface is 125 feet. This big strike practically demonstrates that the McKinley property will be a mine, as there are now many thousands of tons of ore in sight.

**FERNIE.**

William Yolen Williams, who for some years had charge of the entire development of the Granby mines, but who resigned last July on account of poor health, arrived in the city last week after spending the winter at his old home in North Wales and is taking a trip through Europe. While on the continent, Mr. Williams visited Paris, Lyons, Marseilles, Genoa, Monte Carlo, Rome, Naples, Pisa and Pompeii, among other places, and intended to visit the Rio Tinto mines in Spain, but was unable to make that part of the trip just then. He came back much improved in health, and was heartily welcomed by the large number of friends he has here. Spokane will be his headquarters. Mr. Williams will for the present devote a part of his time to looking after mining interests in the Similkameen district, near Copper mountain.

**ROSSLAND.**

John Dean has returned from a visit through the Lardau mining division, and while away he visited Beaton, Camborne, Trout Lake and Ferguson. Arrowhead is prosperous, owing to the more than ordinary activity of the lumber business there. At Ferguson the Silver Cup is working, and the mill is doing very well, shipments of bullion being frequently made. The people of Trout Lake appear to think that the outlook is as good there now as it has been at any time since the place was founded. There are not as many prospectors in the hills about Trout Lake as there have been in former seasons. Considerable attention is being paid to gardening and fruit raising along the shores of Upper Arrow lake in the vicinity.



"What shall I feed my Baby?"

Nestle's Food completely takes the place of mother's milk. Nestle's Food agrees with baby's delicate stomach.

**Nestle's Food**

contains nourishment that baby's fragile system can change into strength and muscle.

Nestle's Food is instantly prepared with water—no milk required.

Sample—enough for 8 meals sent FREE to mothers.

**THE LEEMING, MILLS CO., LIMITED,**  
MONTREAL.

**COMMUNICATIONS****MISLEADING ADMIRALTY RETURNS.**

To the Editor:—In October last year the Navy League made a protest under the above heading against the Dilke return published by the admiralty, which in their opinion was misleading, many of the older battleships being classed as effective which most naval experts agreed were not "fit to lie in the line."

Special attention was then called to the six "Admirals" which were launched between 1882 and 1885, so that they are vessels of ancient construction and design. The principal armament of these ships consists of 27-ton guns, which are only partially protected; their secondary armament of 6-in. guns has no protection whatever; their speed is only sixteen knots; their obsolete armor extends over less than half their length; and if it is said that some battleships of similar date have been retained in the French and other navies it is important to note that the latter have in all cases been reconstructed.

Now that the return for 1905 is issued we find these six ships and the Sans Pareil all again classed as first-class battleships, while the Colossus, Edinburgh, Thunderer and Devastation are reclassified as second-class battleships, and the Hero and Conqueror are in the return as third-class battleships, these six vessels being all older than the "Admirals."

Thus we have the British battleship force augmented by thirteen battleships



MISS ANNIE ABBOTT,  
Whose Sensational Act is Attracting Large Audiences to the Grand This Week.

for a return presented to the House of Commons, though several of the ships have practically been condemned by the admiralty themselves under return No. 74 of 1905—"Ships of Comparatively Small Fighting Value, whose Armaments have not been Surrendered."

It is worth remarking that the latter return, which was moved for by Mr. Robertson, showing the Sans Pareil, Collingwood, Hero and Conqueror as of "small fighting value," is dated some weeks previous to the Dilke return.

Let us now turn to the official Navy List, and we shall find even more glaring contradictions. The Dilke return, dated March 23rd, showed fifty-nine completed battleships, but at page 270c of the Navy List—"List of Ships of the Royal Navy arranged in their various Classes"—for January, February and March, only fifty-two are shown, though it includes six of the King Edward VII. class, which are accounted for as building in the Dilke return.

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But even the Navy Lists are inconsistent.

The April Navy List shows an addition of five "Admirals," two Colossuses and two Thunders, or nine ships, though the Sans Pareil, Collingwood, Hero and Conqueror, which are effective according to the Dilke return, are only shown in the Navy List among ships "for sale."

I have in the above confined myself to battleships, though we have the same differences in armored and protected cruisers.

The miners at Coal creek recently organized a society for mutual improvement and elected a committee to interview the coal company manager with a view to having a building for public recreation erected at Coal creek. The committee met Messrs. Lindsey, Drinnan and Davies of the coal company, and these gentlemen assured the committee of their approval of the move. The committee asked for a one-story building worth about \$1,500, for which they expected to pay rent, but Mr. Lindsey met them more than half way by agreeing to lay before the directors a proposition to erect a two story building at a cost not to exceed \$3,000, for which no rent would be charged. One story would be a public hall for concerts, dancing, etc., and the other would be devoted to a library and reading room, and other rooms for recreative purposes. The miners agreed to furnish the building, and put in a library and equip the reading room with periodicals, etc. The miners' union is also given the free use of the hall one night each week. This building will be erected once. The expense to be borne by the miners for the library and furnishings will be met by a regular tax, and as the movement is a popular one it doubtless will be very successful. The management of the hall will be placed in the hands of a body of trustees elected by the miners.

Signed on behalf of the Navy League,  
E. R. FREMANTLE,  
Vice-Chairman of the Executive Committee,  
WM. CAIUS CRUTCHLEY,  
Secretary.  
The Navy League, 13 Victoria street, S. W., May 6th, 1905.

**WHY "ROJ." FAILED.**

To the Editor:—I have been thinking over the matter of the naval engagement in the Straits of Korea, and have reached the conclusion that Admiral Rojestvensky's defeat came about through Admiral Togo's not playing the game if you will recall the Russian admiral's celebrated conflict with the North Sea fishing fleet, you may remember that he emerged from it with great credit, not losing a man and without damage to his fleet. Of course he received a tremendous scare, but that was soon washed away. Good old vodka soon restored his spirits so that he was able to state what he was going to do to those hated Japanese if they ever got in his way.

Special attention was then called to the six "Admirals" which were launched between 1882 and 1885, so that they are vessels of ancient construction and design. The principal armament of these ships consists of 27-ton guns, which are only partially protected; their secondary armament of 6-in. guns has no protection whatever; their speed is only sixteen knots; their obsolete armor extends over less than half their length; and if it is said that some battleships of similar date have been retained in the French and other navies it is important to note that the latter have in all cases been reconstructed.

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THE best and safest way to keep Baby's skin healthy is to use only  
**BABY'S OWN SOAP**  
Pure, Dainty, Delicate.  
Beware of Imitations.  
ALBERT TOILET \$2.50 CT., F.W. MONTREAL.

**NOTICE.****TENDERS FOR TIMBER LIMITS.**

Sealed tenders will be received by the undersigned up to noon of Wednesday, May 31, 1905, from any person who may desire to obtain a lease, under the provisions of section 22 of the Land Act, for the use of timber limits situated on Vancouver Island, known as Lots 200, 201, 202, Clayquot District, containing in the aggregate 1,080 acres.

The competitor offering the highest cash bonus will be entitled to a lease of the limits for a term of twenty-one years. Each tender must be accompanied by the amount designated to cover the amount of the first year's rental (\$227.25), and the amount of bonds tendered, and also a certified cheque for \$1,100.40, being the cost of cruising and surveying the limits. The cheque will be sent to the undersigned at Vancouver, B.C.

W. S. GORE,  
Deputy Commissioner of Lands and Works Department.  
Victoria, B. C., May 6th, 1905.

The wonderful West is growing, and so is the sale of

**COWAN'S Perfection Cocoa**  
(Maple Leaf Label.)

It makes boys and girls giants in strength and intellect. Absolutely pure. - - -

**The Cowan Co., Ltd., Toronto.****The Label That Protects**

This label is the best protection against ill-fitting, poorly made clothing. It is found only on the famous

**"PROGRESS"****Suits & Overcoats**

The reliability and uniform excellence of "PROGRESS" Clothing, make this label mean so much to judges of quality.



Sold by Leading Clothiers Throughout Canada.

When you require a  
LIGHT, BE SURE you  
are supplied with an



No others are so QUICK, SAFE AND RELIABLE Ask your grocer for one of the following well known Parlor brands:—"King Edward," "Headlight," "Eagle," "Victoria," "Little Comet."

FOR SALE EVERYWHERE

**For Lumber, Sash, Doors,**  
And All Kinds of Building Material, Go to**THE TAYLOR MILL CO., LIMITED LIABILITY,**  
MILL OFFICE AND YARDS, NORTH GOVERNMENT ST., VICTORIA, B. C.  
P. O. BOX 628.**CANCELLATION OF RESERVE**

Notice is hereby given that the reservation covering Girchau Island, Queen Charlotte Group, notice of which was published in the British Columbia Gazette and dated 30th January, 1905, has been cancelled, and that Crown lands thereon will be open to sale, pre-emption and other disposition under the provisions of the Land Act, on and after the 21st July next.

W. S. GORE,  
Deputy Commissioner of Lands & Works,  
Lands and Works Department,  
Victoria, B. C., 20th April, 1905.

**REVISED STATUTES OF CANADA, 1896, CHAPTER 92.****NOTICE.**

PURSUANT TO THE ABOVE STATUTE OF PROPOSED CONSTRUCTION OF WHARF IN THE HARBOR OF VICTORIA, BRITISH COLUMBIA.

The Municipal Council of the Corporation of the City of Victoria, British Columbia, hereby give notice, pursuant to the requirements of Section 5 of the above Statute, that they have this day applied by petition to the Governor in Council for an order fixing the site and of the plan of the wharf proposed to be constructed on and over the foreshore at the Northern termination of Ogawa street, in the City of Victoria, according to the Official Map of the said City of Victoria. A plan and description of the proposed site and of the wharf to be constructed have been deposited with the Minister of Public Works at Ottawa, and a duplicate thereof is being filed in the Land Registry Office at Victoria, B. C., this 17th day of May, 1905.

It is ordered to stand the price net, the amount to be paid to the Canadian Bank of Commerce, Victoria, on the 30th of June, 1906.

Tenders will be received up to the 15th of June, 1905, for the purchase of \$305,000 worth of timber in the British Columbia Dyke Debentures, in denominations of \$100, issued under the authority of the "Dyke Assessments Adjustment Act, 1905," bearing interest at the rate of 3½ per cent, payable half-yearly, at the Government Treasury, Victoria, on the 1st January, and 1st of July, in each year; the principal redeemable in 32 years from the 1st of July, 1905.

It is ordered to stand the price net, the amount to be paid to the Canadian Bank of Commerce, Victoria, on the 30th of June, 1906.

Tenders will be received up to the 15th of June, 1905, for the purchase of \$100,000 worth of timber in the British Columbia Dyke Debentures, in denominations of \$100, issued under the authority of the "Dyke Assessments Adjustment Act, 1905," bearing interest at the rate of 3½ per cent, payable half-yearly, at the Government Treasury, Victoria, on the 1st January, and 1st of July, in each year; the principal redeemable in 32 years from the 1st of July, 1905.

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It is ordered to stand the price net, the amount to be paid to the Canadian Bank of Commerce, Victoria, on the 30th of June, 1906.

Tenders will be received up to the 15th of June, 1905, for the purchase of \$10

**STORAGE**

Good dry storage, charges moderate, at Big Church building, cor. Broad and Pandora streets. Phone A900.

**F. J. Bittancourt,**  
AUCTIONEER.  
Leased premises.

**L. EATON & CO.**  
AUCTIONEERS

Special Carpets, Rugs  
and Gent's Suiting Sale  
ON—

**Friday, June 2nd, 2 p.m.**

We will sell without reserve 100 pieces Gent's Suitings, 150 Axminster, Wilton and Brussels Rugs, also Brussels Carpets, Carpet Squares, Stair and Hall Carpets, Linoleum, handsome Bear-skin Rugs, Gontskin Rugs, etc., etc.

We are selling out the nursery of Mr. J. T. Higgins on Fort street, Thursday, at 2 p.m. No reserve.

**L. EATON & CO., Auctioneers**

**AUCTION**

Under instructions from Mr. E. F. De Foe, I will sell at his residence, 113 Menzies street (corner of Simcoe),

**To-Morrow, 1st June**

2 P. M.

Valuable and Almost New

**FURNITURE**

Nordheimer Piano, etc.

Mahogany Music Stand, 2 Mahogany Rockers, Guy Corner, Mahogany Upholstered Arm Chair, Oak Plant, Oak 5-O'clock Tea Table, Oak Rockers, Oak Arm Chairs, Polished Oak Sideboard, Polished Oak Extension Table, Half Dozen Oak Dining Chairs, Oak Bedstead, Square 10x18, Rug, Ingrain Carpets, Fine Lace Curtains, Glassware, China, Dinner Set, Oak Hall Stair, Oak Bedstead, Star, Standard Bedstead and Brass Bedstead, Oak Bureau and Washstand, Single Bedstead, Woven Wire Bed and Top Mattresses, Star Carpet, Child's Cot, Chippie Portieres, Jardinières, Star Chair, King's Throne, 4 Cook Stove, Cooking Utensils, Garden Tools, Air-Tight Heater, Lawn Mower, Garage Hose, etc.

On view 2 to 5 Wednesday.

**Wm. T. Hardaker, Auctioneer**

**WEATHER BULLETIN.**

Daily Report Furnished by the Victoria Meteorological Department.

Victoria, May 31—5 a. m.—The barometer remains about the same over the western portion of the continent, and the weather along the Coast has become unsettled with showers and light to moderate winds. The weather is still fair and warm in the Territories and Manitoba.

**Forecasts.**

For 36 hours ending 5 p. m. Thursday. Victoria and vicinity—Light variable winds, mostly cloudy, with occasional showers.

Lower Mainland—Light variable winds, mostly cloudy, with occasional showers.

**Reports.**

Victoria—Barometer, 29.93; temperature, 53; minimum, 52; wind, calm; weather, cloudy.

New Westminster—Barometer, 29.92; temperature, 56; minimum, 54; wind, calm; weather, cloudy.

Kamloops—Barometer, 29.92; temperature, 52; minimum, 50; wind, calm; weather, clear.

Barkerville—Barometer, 30.00; temperature, 42; minimum, 40; wind, calm; weather, clear.

San Francisco—Barometer, 30.04; temperature, 54; minimum, 52; wind, 8 miles; weather, fair.

Port Simpson—Barometer, 30.02; temperature, 46; minimum, 40; wind, calm; weather, cloudy.

Edmonton—Barometer, 29.86; temperature, 48; minimum, 44; wind, 4 miles; weather, fair.

Berlin has about 300 miles of paved streets. The total labor cost of street cleaning last year was only \$529,000.

**COCHRANE'S  
ICE CREAM SODA**

Has long been known as the best in the city and still maintains its reputation. Large glasses, 10 cents. All flavors.

**JOHN COCHRANE,  
DRUGGIST.**  
N. W. Cor. Yates and Douglas Sts

**Do You Drink**

ROSS'S BELFAST RASP. VINEGAR, a quart..... 50c.  
GENUINE MONTERRA LIME JUICE, a quart..... 50c.  
WEST INDIA LIME JUICE, a quart..... 25c.  
EIFFEL TOWER LEMONADE, a tin..... 25c.  
LEMON SUGAR, a tin..... 25c.  
GRENADINE, a bottle..... 50c.  
GINGER-BEER POWDERS, a tin..... 10c.  
ROOT BEER, a bottle..... 10c.

**The West End Grocery Company,**  
S. J. HEALD, Manager.

**BUTTER**

Choice Creamery Butter, 25c Pound  
AT THE

Windsor Grocery Company,  
Opposite Post Office. Government Street.

**FREE** **FREE**  
FOR ONE MONTH

In order to "Ginger Up" our fixture sales, we will fit all Electric Light fixtures complete with shades at 75c each

**Hinton Electric Co.**

APPLICATIONS FOR  
ARMY COMMISSIONS

Number of Local Militia Officers Wish  
to Enter Permanent Force—Quali-  
fications Necessary.

of three years a special report will be made by the two senior officers of the unit to which the officer belongs, recording their opinion whether his retention in the service is in every respect desirable and likely to be advantageous to the permanent forces. In the event of an officer being unfavorably reported upon twice, the Minister of Militia and Defence may, after a careful consideration of the case, and finding the unfavorable reports are well founded, recommend that the officer's name be removed from the list of the permanent forces.

**VISITED PORTLAND.**

Ex-Mayor Hayward Returns After  
Tour of Coast Cities—Inspected  
Exposition Grounds.

As was stated in the Times some weeks ago, a number of local militia officers either have submitted application for commissions in the permanent corps or intend doing so at an early date. None of the former is understood, have yet been accepted, but there seems no reason to doubt that some Victorians will be taken into the ranks of Canada's standing army. This morning Lt. Colonel Hall, commanding the Fifth Regiment, acknowledged that some members of his corps are anxious to obtain permanent commissions. He pointed out, however, that one qualification included in those laid down by the Dominion militia department, that marking off necessary for applicants to be between 18 and 25 years of age, excluded a number of local officers able to meet all other requirements. He thought that this clause might be set aside if proper representation was made to the authorities.

Members of the militia, however, are not the only Victorians ambitious to enter the army. Some days ago the entrance examination to the military college at Kingston, Oct., was conducted by Colonel Holmes, D.O.C., Capt. Wilson, and Lt. Sidney Booth, there being two candidates. One of these was J. A. Keefer, of Victoria, and the other K. Taylor, a resident of Vancouver. An announcement of the results is expected in the course of a few days.

For the benefit of those who may intend applying for commissions in the permanent forces, a list of the qualifications necessary has been obtained by the Times from the Minister of Militia and I am published. They follow:

(a) To be unmarried, and between the ages of 18 and 25 on the 1st January of the current year.

(b) To be a British subject by birth or naturalization.

(c) To undergo an inspection by a medical board as to the candidate's fitness in every respect for military service.

(d) To be in possession of a diploma of graduation from the Royal Military College of Canada, and to be recommended by appointment by the commandant of the college.

(e) To have attended three annual trainings as a commissioned officer of a corps of active militia.

(f) To be recommended by the commanding officer of such corps and the district officer commanding the district as being fit every fifth for appointment to the permanent forces.

(g) To have passed the matriculation examination of a chartered university of Canada, or to have qualified for admission to the Royal Military College, Kingston, or to pass each literary and professional examination as may be prescribed.

(h) All officers appointed, not being graduates of the Royal Military College, must obtain within eighteen months after their appointment a first-class long course grade "A" certificate of the arm of the service to which they belong, their rank in the permanent forces to be provisional until such certificate is obtained, when it will be confirmed from the date of the original appointment.

(i) All first appointments in the Canadian permanent Artillery and permanent Artillery, and every alternate commission in the permanent Cavalry, Mounted Infantry, Infantry and Ordnance Corps, will be offered in the first instance to graduates of the college.

(j) Three commissions will be given annually, should vacancies exist, to the graduating class, viz.: Every year one in the Canadian permanent Infantry, and each alternate year:

(k) One in the permanent Engineers and one in the permanent Field Artillery.

(l) One in the permanent Cavalry or Mounted Infantry, and one in the permanent Garrison Artillery.

Further, every three years a commission is given to the permanent Ordnance Corps, will be given to the graduating class.

All appointments to the permanent forces shall be on probation for three years. At the expiration of each year of the period

you'll be steadiest, toned and strengthened for all time to come with Ferrozone. Get the genuine in 50c boxes or six for \$2.50 at all dealers or N. C. Polson & Co., Hartford, Conn., U. S. A. or Kingston, Ont.

Miss Law, of Crofton, who has been visiting Mr. and Mrs. E. A. Lewis, left home by this afternoon's train.

J. J. Donovan, of Bellingham, is at the Drizard.

E. P. McNeill, of Macleod, a prominent barrister of the Northwest, is at the Drizard.

Just The Thing For Your Horses Now

Ask For Our Price And Try It

**STEAM ROLLED BARLEY**

Just The Thing For Your Horses Now

Ask For Our Price And Try It

**The Brackman-Ker Milling Co., Ltd.**

**GROCERY BARGAINS**

Molasses, 2-lb. tins..... \$10  
Toile Soap, Castile or Oatmeal, twin bar..... .05  
Fresh Eggs, per dozen..... 25

Best Lemons, per dozen..... \$1.15  
Hungarian Flour..... 1.00  
Snowflake Flour..... 1.40

**ROBINSON'S CASH STORE**

1010 Phone 89 Douglas Street

**GARDEN HOSE**  
"LION" BRAND

Manufactured in Canada. The best on the Market. We carry a large stock, all sizes. Wholesale and Retail.

**PETER M'QUADE & SON**  
78 WHARF STREET

within the bounds of that section. The law, Mr. Hayward says, has been found to work well and to be decidedly beneficial in its results.

**HOME FROM EUROPE.**

A. H. Mitchell and Wife Returned Last Evening After An Extended Tour.

A. H. Mitchell, of the firm of Chaloner and Mitchell, and Mrs. Mitchell, returned last evening after an extended tour through Europe. They visited Holland, Belgium, Germany, Switzerland, Italy and England. The latter country proved very interesting, and offered a great many pleasures. Venice was visited and seen in all its pristine beauty, its picturesque gondolas as its principle mode of locomotion and its famous waterways being strong attractions. Naples was taken in, and the ascent up Mount Vesuvius made. This proved a most arduous journey, very exciting and weird, but tiresome. The mountain was in a state of mild eruption, and looked very grand and majestic, but the climb to the heights, Mrs. Mitchell says, was not undertaken for a good deal. In Leipzig, the big German national fair was in progress. All the industries of the country were represented and the exposition on the whole proved very fine. This city is one of the greatest industrial centers in the world, and a number of magnificent concertos were attended. Benedict Bauchay, of Victoria, who is taking a course in the big conservatory there, was met, and the Victoria and the pleasure of hearing him play. He is studying the violin and piano, and expects to spend another year in Germany.

Mr. Mansfield, who fell on the street and sustained injuries about the head, is making satisfactory progress at the Royal Jubilee hospital.

The city council will sit as the streets, bridges and sewers committee this evening. Several important questions are likely to come up for discussion.

—Mr. Cross, provincial police officer, is investigating a serious matter which has been brought to his attention. Obscene writing on pieces of paper and elsewhere have been from time to time displayed along the Carey road. The work is evidently that of a man. Mr. Cross is making a careful inquiry into the case.

—W. Northeast, city purchasing agent, is calling for tenders for the cutting and removal of the grass at the Rose Bay cemetery and the Isolation hospital. There are five and two acres respectively in the properties referred to. Tenders must be in by 4 p. m., June 5th.

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—The manager of the Home for Aged and Infirm acknowledges with thanks the following donations for the month of May: Mrs. L. J. Quigley, San Francisco newspapers; N. Shakespeare, reading matter; Mr. Morrison, reading matter; Mr. Ridgman, books and cakes; City Librarian, newspapers; T. Short, newspapers; Times and Colonist, daily and Mining Exchange.

—An explosion of dynamite occurred at the Lenora mine this morning, seriously injuring William Morrison, an employee, in the head. He was removed to the hospital at Chemainus. Dr. Perry was called to attend the injured man. Up to the present the cause of the explosion is unknown.

—The Victoria Transport Company will have their new tally-ho out in a few days. The one in service last year, after which the new one is patterned on a smaller scale, has already been in much demand this year, and the company expect to keep both busy during the coming season. The new vehicle will be well adapted for party purposes, and will doubtless be engaged quite extensively.

—An intelligent person is what people are looking for. But what is an ideal investment? In the first place an ideal investment must be absolutely safe, without this no investment is worthy of a moment's consideration. Secondly, it must be free from taxation, that saps of net return. Thirdly, it must earn a good rate of interest. Fourthly, it must be guaranteed for a long term of years. The 5 per cent gold bond issued by The Mutual Life of Canada is just such an investment. A. B. McNeil, special agent; R. L. Drury, manager, 34 Broad street.

—C. L. Crawford, of Boston, Mass., an expert on pulp timber, who reported so favorably upon the concessions on Knight's Island, is at the Drizard. He speaks very highly of the pulp timber found within the concessions which have just been acquired by a large English company. Samples of the wood shown to other experts in the East were pronounced second to none. Mr. Crawford contends that British Columbia's pulp areas are not excelled by any in the world.

—J. D. Patten, of Tacoma; W. Clarke and family, of Calgary; S. T. Hazard and A. C. Hora, of New York; Misses Schaefer and Downs, of Dan River, Montana; and O. W. Storer and F. G. Hall, of Seattle, are in the city. They are staying at the Dominion hotel.

—T. W. Martindale, who for some time has been local superintendent of the International Correspondence School of Scranton, will leave on Thursday for Portland, Ore. He will be identified with the same organization in that city, being connected with the staff which will represent the school at the Lewis & Clark exposition.

—Mrs. Kiddie, of Ladysmith; H. F. Carter and wife, of Crofton; W. A. Cutler, of Vancouver; F. M. Keeler and wife, of Toledo; E. F. Brownell, of Toronto; J. E. Caron, of Quebec; and W. J. Murray, of Seattle, are at the Drizard.

—Miss Law, of Crofton, who has been visiting Mr. and Mrs. E. A. Lewis, left home by this afternoon's train.

—J. J. Donovan, of Bellingham, is at the Drizard.

—E. P. McNeill, of Macleod, a prominent barrister of the Northwest, is at the Drizard.

—Yesterday afternoon the funeral of Harry Hall took place from the family residence Douglas street, at 2.15, and at 2.30 o'clock at the Centennial Methodist church. Impressive services were conducted by Rev. J. P. Weston. A number of appropriate hymns were rendered by the choir, which was in attendance. Among them were "Jesus Lover of My Son" and "Rock of Ages Cleft for Me." There were many beautiful floral tributes. The following acted as pall-bearers: Frank Daver, George Holt, Edward Parsons, Thomas Hammond, Harry Croft and Wilford Gibson.

—As mentioned in another column, a city league lacrosse match will be played between the Victoria West and Star teams to-morrow evening at Oak Bay grounds. The personnel of the respective teams follows: Victoria West—Goal R. Stevens; points, H. Jenkins; cover point, E. Lynn; 1st d., A. Stevens; 2nd d., W. Battersby; 3rd d., C. White; cen-



# Story of The Times

Celebrates Its Majority With This Issue—How It Sprang Into Being.



This issue marks the twenty-first birthday of the Times—its majority. It has passed through the trials and tribulations of infancy, childhood and youth, it has vanquished the thousand and one foes that ever arise in the path of newspaper enterprise, it has stood bravely by its guns through innumerable crises, and to-day it is stronger, larger and more influential than at any time in its history.

The Victoria Daily Times first saw the light under the clear skies of the afternoon of June 9th, 1884. It was received much as conservative Victoria at that time received all strangers with considerable reserve and a haughty inquiry as to bank account, connection and credentials generally. Its quarters were established in a modest little structure on Government street, where, with the limited plant at the disposal of its promoters, it was issued each afternoon, as full of news and matters of interest along general lines as it was possible to cram into four pages. The Times did not project itself before the calm critical scrutinizing gaze of British Columbia's capital with a fanfare of trumpets. It did not come forth with a whoop and a yell like those ephemeral journals whose energy and intelligence are exhausted in the first few issues, and whose substance soon becomes atrophied beyond all hope of restoration. On the contrary, its advent was decent, dignified and moderate, as the salutary leaders here appended will show:

"The Victoria Daily Times enters upon the duties of its mission this afternoon with a conscious feeling of hope that the people of this province are ready to tender it such need of patronage as it may deserve. It will try to acquit itself with fidelity to the trust with which it is charged; it will earnestly adhere to the promises it makes, and which it will endeavor faithfully to perform. Devoted to the General welfare, it will be in full sympathy with the honest aspirations of the people, whose best interests it will study to comprehend and tenaciously watch. Whatever it may have to say on any subject, or which ever side it may deem proper to take on any question, will be as fairly stated as it can do so, and its opinion will be given in unmistakable language, plain and truthful, without distortion or any attempt at dissimulation, so that the meaning cannot be misconstrued or any uncertainty attached to it. It will always have the courage of its convictions; its course will be straightforward and fearless, governed by every consideration of duty and honor, and by what it believes is consistent with the character of the people. Its tone will be manly and dignified, and its business will be conducted with energy, system and courtesy. To fully meet the requirements of the public and to strengthen its position of usefulness in this community, the management of this paper, at great expense, has purchased from the Western Associated Press the exclusive afternoon franchise for Victoria, which entitles this paper to receive the day dispatches specially forwarded for its columns. All

elevated, enlightened and progressive,

that with the same certainty and consequent results as the law by which water

## BUSINESS STAFF



Photos by Skene Lowe.

## EDITORIAL STAFF



finds its own level. An intelligent people will be well ruled, while the ignorant will be corruptly ruled, is a moral as well as a political axiom."

The chief promoter and financier of the enterprise was John Grant, who at that time represented the district of Cassiar in the provincial legislature, and was subsequently member for the city of Victoria as well as mayor for four consecutive terms, a signal distinction in itself, and one that none other has attained. With him was associated Hon. Robert Beaven, who was to have directed the political policy of the paper, but whose untimely illness, a few months after it started, deprived the editorial department of an able and wise counsellor. Dr. G. L. Atline was also an early shareholder. Both he and Mr. Beaven are still residents of Victoria, and while not so actively engaged in public matters as of yore, are just as deeply interested in all that pertains to the welfare of the place.

Also identified with this paper in its boyhood were a number of others of less prominence, whose connection was so indefinite that mention of their names is unnecessary. Subsequently the late J. C. McLagan assumed the editorial management of the paper, and subscribed for shares equivalent to about a third interest, which upon his resignation prior to his establishment of the Vancouver World, he sold to H. A. Munro. The latter, who by the way is still prominently identified with the commercial life of Victoria as well as of the great Yukon country, disposed of his interests to William Templeman, now Hon. Senator Templeman, who also acquired the shares of the other stockholders, and became sole owner of the paper, whose destinies he still controls.

But all honor to whom it is due. In the actual organization of the enterprise the predominating and inspiring personality was John Grant. Joyful and perennially courteous, big of frame and heart, he was always on hand with that vital requisite, capital, and was every ready to fly to the rescue when the journal got into a tight place. The Times Printing & Publishing Company was duly incorporated in 1885, its official life being fixed at fifteen years. There is nothing so precarious as the existence of a young newspaper, as many unsuccessful promoters have discovered to their cost. It may spring up in the morning like a plant full of lusty life, it may flourish in the noon time in plenary meridian splendor, and wither sadly away in the eventide, when the sun of its resources sets behind the hills. This fact probably entered into the consideration of the promoters of the Times when they decided to do or die for at least fifteen years. Inadvertently the circumstance that the paper's official lease of life terminated

several years ago was overlooked, and last year its management put it through the legal formality of the winding-up process, and entered upon another era of activity which will not expire in the life-time of any member of its staff.

The first editor was Thos. Gardiner, an Englishman who had gained some journalistic experience on the Sacramento Record, and who came to Victoria highly recommended. Mr. Gardiner was a good newspaperman, but his lack of knowledge of Canadian affairs was eventually found to be a serious handicap. He began the editorial career of the paper most successfully, and it was no weakling. It sprang into the ring with perfect assurance, and was always prepared to try conclusions with all comers.

It "caught on" with the public almost at once. It was fearless and independent, two qualities the people appreciated, especially at that time. It was untrammeled by any connection with the ruling clique, and struck right and left at abuses, procuring the remedy of grievances and pressing for reform where reform was needed.

There were in the days preceding the inauguration of the Times two morning dailies published in Victoria. These were the Colonist and the Standard, the former representing the more Conservative element of the population. The Standard, while avowedly Conservative in politics, had among its following those whose tendencies were of somewhat radical hue. It was out of these progressives that the present Liberal party of the city received a majority of its early recruits. The fight between those two morning publications was always treacherous. The most contemptuous thing the Standard could say about the Colonist was that it was the hirlding of the Grits. This wild accusation, according to tradition, was based upon a visit of Mr. Edgar, who, it was alleged, came West as an emissary of the Mackenzie government to try to induce the province to agree to a change in the terms of Union before any attempt had been made to fulfill any conditions. The Colonist, it appears, supported the change in opposition to the majority, and received full in its face the staggering charge of being guilty of the heinous offence of being a Grit.

The truth is there were no outspoken Liberals in those days, and there was no newspaper advocate of Liberalism. To describe oneself as a Liberal in politics was to bring down all sorts of reproach. But the pioneers of the party braved all the scorn that the haughty Tories, who then ruled in full sway, could hurl against them, and lived to see the principles for which they contended triumphantly vindicated. There was indeed little to indicate that this was part of Canada until the advent of the Times sounded the first strong, clear national note.

Among the circumstances surrounding the establishment of the Times there is an interesting little story, which, while known to many on the inside, has never appeared in print. Upon the elevation of Hon. G. A. Walkem to the Supreme court bench in 1882, the Walkem-Beaven government was minus its attorney-general. To supply the vacancy Roland Hett, a Victoria barrister of prominence, sitting for the district of Esquimalt, was invited by Premier Beaven to join the ministry, and he did so. When seeking reelection he was opposed by Hon. C. E.

The Times did not run very long before it grew into an eight-page paper, publishing in connection a weekly, and more recently a semi-weekly. Its quarters on Government street became inadequate, and a move was made to a building on Yates street, where the head office of the B. C. Electric Railway Company now is. But before very long these premises were found to be too cramped, and a new home was erected for it on Broad street—a commodious three-story brick structure,

## ENGRAVING DEPARTMENT.



Photos by Skene Lowe.

which it now occupies. Since then, however, the business has expanded so extensively that more accommodation will have to be provided in the near future. Up till 1893 the type setting on the paper, in common with most of its contemporaries on the continent, was done by hand. In that year four of the newly invented Mergenthaler typesetting machines, a wonderful product of man's ingenuity, were installed, at a formidable cost. This was the second set of these machines to be used in Canada, and the first on the coast. They were manufactured in Montreal. The Times employs forty and fifty people, and has a yearly wage bill of more than fifty thousand dollars. Its mechanical staff is unionized, insuring the highest wages to those employed.

The Times has its own photo-engraving process, which turns out the best high class work north of San Francisco and west of Denver. This department of the business, known as the B. C. Photo-Engraving Company, was instituted in the spring of 1900. The plant being installed in the first place for the special purpose of illustrating the Daily Times, which up to that time, like other newspapers in the province, had been obliged to send to Tacoma, Portland and other places for all cuts and such work. The plant was no sooner established than it seemed to fill a long-felt want. Orders poured in upon the company, and job printers in all the cities of the province instantly availed themselves of the facilities afforded. The result has been that custom work has almost completely overshadowed that for the newspaper, which, by the way, can claim to be the best illustrated newspaper west of Toronto. During the last two years special attention has been given to the highest classes of photo-engraving work. Among the patrons of the company may be mentioned the government of British Columbia, the Victoria, Vancouver, Nelson Tourist Associations, and all the newspapers in the province. In addition to this excellent patronage from the people and the press of British Columbia, the company is now finding a first rate field in the Northwest Territories, where it is steadily encroaching upon and capturing the exceedingly lucrative trade formerly driven by the Eastern Canadian houses, principally Toronto and Winnipeg. In this department are several engraving staff, and two able artists, whose product has won the highest encomiums from all quarters.

Up till a few years ago Senator Templeman exercised direct supervision over the operations of the Times, but his appointment to the cabinet of Sir Wilfrid Laurier necessitated his presence at Ottawa, the Federal capital, for a considerable part of the year. He entrusted the management to John Nelson, formerly city editor, under whose guidance it has continued in the path of progress. Mr. Robt. Dunn has been editor of the Times for several years. As members of its editorial staff, there have been men whose names now stand high in the field of journalism. Among these might be mentioned Martin J. Egan, at one time city editor, who is now one of the most prominent men in the service of the Associated Press, and whose splendid administration in the Orient during the present conflict has enabled the great agency to beat the world in gathering the "news of battle." Then there is George Denny, also an ex-city editor of the Times, who is likewise in the vanguard of the A. P. special men. Mr. Denny scored the greatest beat of the war by being the first to give the news of the night attack on the Russian squadron at Port Arthur, with which the conflict was opened. He is now the Asso-

ciated Press representative at London. In the local field these men have been succeeded by a capable staff, who maintain the high standard of the paper in that respect.

Several rivals have made their appearance in the local journalistic arena since the Times was born, but each in its time was compelled to throw up the sponge. It is impossible to drive out of the field a newspaper that has won the confidence of the public. The decision of the promoters of the Times to issue it as an evening publication was a wise one, amply justified by the course of events. The development of the evening paper is the most extraordinary phenomenon in newspaper business in recent years. Two decades ago the morning daily held a position of unchallenged supremacy, today in all the great cities of the empire the afternoon-paper has usurped that position. The evening paper has outstripped its matutinal competitor, both in circulation and advertising patronage. In New York the proprietors of the Journal and

World, both morning publications, now publish evening editions, and these have a larger circulation than those produced in the morning. When W. H. Hearst established the Chicago American, he shrewdly made it an afternoon paper. In Eastern Canada the afternoon-daily wires were taxed by commercial business, and press-messages were sent out only at night, when the wires were disengaged. This was the era of the morning paper, when it could make hay while the sun shone.

A few years ago a new epoch in journalism was opened. Inventors had been devoting their energies to various achievements, and among the products of their skill were the telephone and linotype typesetting machine, which is a wonderful time and labor saver, the modern rapid power press and other devices of incalculable value to newspaperdom. Telegraph tons were reduced, and less wires were adapted, giving exclusive news service. The present evening paper, publishing to-day's news to-day, was the result. Nearly every important event in the world transpires before 4 o'clock in the afternoon. Victoria thus is four hours earlier than on the Atlantic coast, and seven or eight hours than in the Old World. The result is

that the Times each afternoon prints the news of the East up to 7:30 o'clock p.m., and of Great Britain and the continent of Europe up to midnight. The evening paper therefore prints to-day's news to-day, while its morning contemporary prints it to-morrow.

In the constituency to which it appeals the evening paper enjoys an undisputed advantage over the morning journal. The man of wealth may read the morning paper at his breakfast-table, but he wants the evening issues as well. With the great wage-earning class the situation is different. They have no time to read the morning paper, but all are reached by the evening publication, which they can peruse at leisure. Of events that have occurred in recent times the afternoon-paper has chronicled first such happenings as the Frank disaster, the assassination of the King and Queen of Servia, and many incidents of the Boer war. In the local field the Times has always led in political news, and has

been the first to publish such intelligence as the resignation of Mr. Dunsmuir, the dismissal of Lieut.-Col. Prior and the selection of Mr. McBride to form a ministry.

During the present titanic conflict in the Far East, the evening paper has time and again beaten its morning rival in giving to the world the first news of most of the sensational events which have characterized the struggle. The startling night attack on Port Arthur, with which hostilities opened, the sinking of the Varing and Kowtze at Chemulpo, the sea fights that followed, and the cream of the news of the land battles were first published in the evening journal.

# Victoria's Charms as Tourist Resort Unsurpassed in The Continent



ONE OF VICTORIA'S CHARMING HOMES.

**T**HIS question in Western Canada to-day is not so much how to make a living, as where to make it? The men who can settle in a locality possessing a mild, temperate climate, excellent educational and social advantages, magnificent scenery and abundance of game and game fish, and where the opportunities of making a good living are the same, if not better, in districts where these conditions do not exist, would be extremely foolish not to choose such a country.

Victoria, B. C., Canada, the most Western city in His Majesty's Dominions, is acknowledged to be one of the most beautifully-situated places in the world. It has a climate that cannot be equalled in any part of Canada, and in



JAMES BAY, SHOWING CAUSEWAY—PARLIAMENT BUILDINGS.

few places in the Old Country. During the last two or three years its fame as a delightful resort for those on pleasure bent, and as a residential city has attracted thousands of visitors and many prominent residents from all parts of the Empire and the United States, and, without doubt, it is becoming the great recreation and pleasure resort of the Pacific coast.

#### THE FOUNDATION OF THE CITY

was laid in the forties when the Hudson's Bay Company established a fort

As a tourist and residential city, its reputation is now well established, but, somehow, the fact has been lost sight of that it is in the centre of one of the most beautiful stretches of country in the West, a country that is not surpassed anywhere for its suitability for mixed farming, poultry raising, dairying, and especially for fruit-growing. Of course there is land equally as good in other parts of Canada, but even that is doubtful with regard to fruit-growing; but when you consider its climate and scenic advantages, that it is dotted with small provincial townships in which there are one or more excellent schools,



GOVERNMENT STREET, VICTORIA'S MAIN ARTERY.

first called Fort Camosun, then Fort Albert and afterwards Fort Victoria. It was at Victoria that the miners camped when bound for the Fraser river in the '50s. It was there that the terms of Confederation were approved, and the great undertaking of building the C. P. R. through to the coast first mooted. It

and that it is within easy reach of a thoroughly up-to-date and charming city, and other places on the Mainland of British Columbia and the United States, we wonder that more of the settlers who have come into Western Canada during the past few years have not found their way to the districts around Victoria.

#### MANY POINTS OF INTEREST

The naval station at Esquimalt; Beacon Hill park, with its zoological collection, fine recreation grounds, beautiful walks and drives; the parliament buildings, a stately pile costing over one million dollars, and the most beautiful structure in Canada; these splendid museums, containing fine collections of animal, mineral and agricultural specimens; Oak Bay, where the broad sandy

but for apples, plums, prunes, cherries, pears, strawberries and raspberries, there is no finer country on earth.

The experimental stage in fruit culture at Victoria has been passed. It has been demonstrated that there are certain varieties that can be grown to a fine stage of perfection as possible, that there is a market which can absorb all that can be grown, at a splendid profit, and that there is any amount of the finest land for the purpose at prices that are more reasonable than is asked in



VIEW FROM MT. TOLMIE, JUST OUTSIDE OF VICTORIA.

#### VICTORIA AS A HEALTH AND PLEASURE RESORT

It is only recently, perhaps, during the past three years, that Victoria has come to the front as a tourist resort, pure and simple, but it is now recognized as the foremost one on the North Pacific Coast. One of the chief factors in the development of the city as a resort is undoubtedly its climate. The marvellous beauty of its surroundings has also done a great deal towards attracting the tourist, and so it should, for it is admitted by all experienced travellers that its situation is unsurpassed in any part of the world.

The scenic panorama as you approach this queen of resorts is one never to be forgotten. The eye of the tourist, a

lumberjack, are beloved of campers, and the far-famed Gorge at the head of Victoria Arm—a natural reversible waterfall—all are places of interest to those who visit Victoria. During the summer months there are daily excursions in steam launches, by rail, by steamer, and finally to the numerous islands and reefs which surround the city.

#### FRUIT GROWING

Fruit growing offers one of the best openings for people of small means who wish to employ their time in a pleasant occupation. During the writer's last visit to Whistler a large fruit dealer said: "If you can pack your fruit as they do in California, your district can capture the whole Western Canadian market. It has the finest texture and flavor of any fruit coming into this country." The provincial government has been

places that have not half the advantages of Victoria. All that is wanted now is the advent of newcomers, who are expert at the business, to avail themselves of the opportunities that exist, and to go into the business upon expert and practical lines, and Victoria will be the centre of one of the best and most profitable fruit countries in America.

#### OPPORTUNITIES OFFERED IN POULTRY RAISING

There is scarcely less opportunity in poultry raising than in fruit culture, and the causes that have prevented this from becoming known to the outside world are the same, namely, an utter absence of advertising. In fact it is doubtful yet whether there are many people in Victoria and surrounding districts that really compared the enormous possibilities



VIEW OF GORGE, BEAUTIFUL SPOT NEAR VICTORIA.

charmed, as he may have been, with the marvellous scenery along the railway through which he has passed, always with wonder and delight, as the steamer glides noiselessly towards this city of the gods, and on the passing view of emerald-like oceans usually as smooth as polished glass, verdure-clad isles and snow-capped mountains spread beneath a canopy of azure sky fringed with fleecy clouds.

Arriving at Victoria, one is immediately struck with its charm of situation. Standing on a bold promontory that juts out from Vancouver Island like the index finger of a hand, its high cliffs gently washed by the waters of the Straits of Juan de Fuca, the shore line broken by high rocky bluffs, sheltering innumerable small bays with sandy beaches, from which superb views of the snow-capped Olympic range of mountains and of the nearby Mount Baker are almost always obtainable, it is indeed an ideal situation.

It has been described as a "bit of England on the shores of the Pacific," and, as such, is proving of immense interest to those visitors who have been fortunate enough to discover it, many of whom would find it altogether impossible to visit England. It has always been recognized as a city in which life is worth living.

Aquatic and field sports are indulged in very freely by the young people of the city. In fact, there are few cities of its size on the continent that can compare with it in this regard. Splendid driving, motoring and cycling facilities are features of life in this city of the Canadian Far West. The Ocean Avenue beach drive, about eight miles long, is one of the finest marine drives in the world. Nowhere in the West is there the opportunity for "motoring" that is offered by Victoria's splendid roads, and in the near future, especially after the construction of the new tourist hotels, now in course of erection, in addition to the excellent ones now possessed, Victoria will be the fashionable resort of almost all the people on the Pacific Coast who own their own automobiles.

#### PASTORAL SCENE NEAR VICTORIA.

but for apples, plums, prunes, cherries, pears, strawberries and raspberries, there is no finer country on earth. The experimental stage in fruit culture at Victoria has been passed. It has been demonstrated that there are certain varieties that can be grown to a fine stage of perfection as possible, that there is a market which can absorb all that can be grown, at a splendid profit, and that there is any amount of the finest land for the purpose at prices that are more reasonable than is asked in



PASTORAL SCENE NEAR VICTORIA.

dealer alone imported into the city during a portion of last year one hundred thousand dollars' worth of eggs. There is no more conclusive testimony to the splendid opportunities that are offered at Victoria for this industry, to people of limited means and ordinary business capacity.

It might not be out of place here to mention that there are numbers of localities around Victoria adapted for poultry ranches, which can be bought at much lower figures than can be obtained in any other city of any size on the Pacific Coast.

Almost every real estate agent in the city will be able to supply a list including some of these desirable properties.

#### DAIRYING

The farmers in the districts around Victoria have won a high reputation for dairying. The erection of a creamery within a few miles of the city several years ago gave a decided stimulus to this important industry, which is now increasing in extent in a very satisfactory manner. This creamery is conducted on the co-operative basis, the different farmers subscribing for shares, with the result that the enterprise has been found both beneficial and profitable. It has one hundred and twenty patrons, and the number is constantly becoming larger. Last year it turned out 154,951 pounds of butter, and distributed among its patrons \$38,004.46. A much greater amount in both particulars is anticipated for the present year.

Its constituency consists of not only the districts immediately



ONE OF VICTORIA'S CHARMING HOMES.

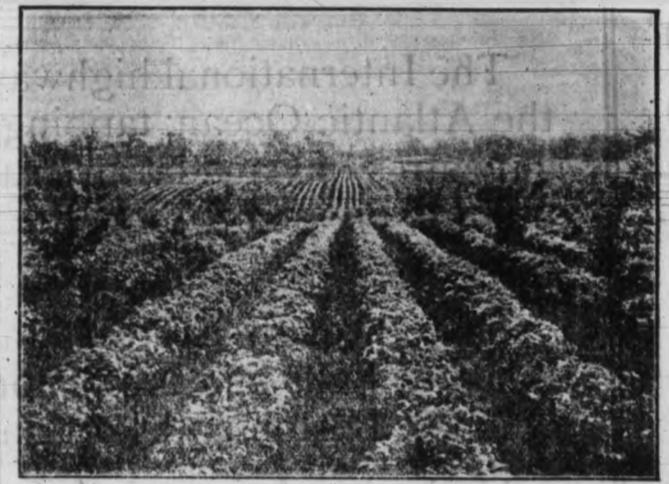
Victoria, but those beyond, including some of the neighboring islands in the Gulf of Georgia. This city affords a

ready market for the output, which is regarded on all sides as of the very highest quality.

#### VICTORIA'S CLIMATE

Much has been said and written, since the inauguration of the tourist movement in Victoria, of the advantages which the city possesses in temperature and rainfall in comparison with other cities in Canada, and even with those of the North Pacific coast, but few people have really any idea of how great those advantages are. It is one thing to state that we have the most temperate climate on the Pacific coast, or in Canada, in summer and the mildest in winter, and it is another thing to prove it by figures. The same may be said of the smallness of our rainfall in comparison with that of the cities of the coast north of San Francisco. The Tourist Association has endeavored since its inauguration to impress upon the people in outside cities, especially those in parts of the country where the

climate is more or less fragmentary, and while showing the advantages of our climate during one portion of the year, the exact figures for the year round have not been published, in order to give the desired information to a very wealthy gentleman, who contemplates spending next winter in our city and has written for particulars of our winter climate. Mr. Baynes Reed very kindly supplied the following particulars of our climate for last year:



FIELD OF STRAWBERRIES NEAR VICTORIA.

Metereological Statistics.	Metereological Office, Central Office, Toronto, Ont. Pacific Coast Division.					March 15th, 1905.
	TEMPERATURE—		PRECIPITATION—			
	Highest.	Lowest.	Mean.	Rain.	Snow.	Total
1904—Month.				(Inches)	(Inches)	(Inches)
January	53.1	27.7	41.06	4.05	2.65	4.32
February	49.3	24.5	39.03	5.40	5.25	5.69
March	52.0	27.8	40.98	3.43	1.87	3.62
April	73.6	33.2	50.55	6.75	...	0.75
May	73.2	40.2	52.46	0.49	...	0.46
June	72.9	43.2	55.83	1.29	...	1.29
July	82.3	49.0	60.20	0.48	...	0.48
August	82.2	45.9	59.04	0.50	...	0.50
September	73.4	43.0	57.19	0.32	...	0.32
October	66.2	40.2	52.42	0.88	...	0.88
November	60.0	33.9	49.05	5.23	...	5.23
December	55.6	28.2	41.74	4.71	...	4.71
Means and Totals	66.82	36.57	50.18	25.53	9.77	26.52

It will be noticed that in the whole of last year there was no register lower than 24.5, and even in the early morning we have never had more than 10 degrees of frost, and in all our winter months we have never had a lower average temperature than 39.3. The figures on rainfall are particularly interesting and very gratifying, showing that we have a much smaller rainfall throughout the year than any other city of any size on the Pacific Coast. Almost every real estate agent in the city will be able to supply a list including some of these desirable properties.

tourist resort in America, and know that the year round there is scarcely such a thing known here as an enervating day, and that the average man can stand this Northern climate better than he can the one at the south of us. Victorians ought to realize that one of the greatest assets we have in building up Victoria as a city-of-homes and a tourist and vacation resort for summer and winter is our climate, and that it has an immense financial value. We can do nothing better than to publish these facts to the world.



FARMING SCENE FEW MILES FROM VICTORIA.

# The New National Highway

BY CY. WARMAN, AUTHOR OF "THE STORY OF THE RAILROAD," ETC.

A  
N advertisement appearing in a Winnipeg paper promises to put prospective purchasers of farm lands "right on the line of the Grand Trunk Pacific."

I wish now I had looked that land up, for I find here in Montreal no man knows, "for sure," just where the line will run.

However, for the purpose of this sketch, we know pretty well what kind of a country it will pass through. We know, also, those who are of the West, that a railway built into a new unsettled country must expect to wait for dividends until men come in, plough, plant, sow and reap. That has been the history of other lines, but things are changing. Free homes for the homeless will, within a few years, be a thing of the past. The rush for homesteads will begin the day the builders of the new transcontinental line let contracts.

The day the contractors set stakes for the grade, that day the homesteader will stake his claim. That day the "American" farmer, with money in his clothes, will buy his section or quarter section, and when the builders break ground for the grade, the farmers will begin breaking prairie, and long before the first iron horse neighs they will be ready to ship wheat, and that's why the Grand Trunk Pacific promoters are so sanguine.

Another reason why the Grand Trunk Pacific will come into its own early in life resides in the fact that no railway crossing the continent taps such vast and fertile fields, so absolutely its own. No other line has ever been built through an undeveloped country that was so rich in natural resources and that promised so much in the immediate future.

West of Winnipeg, the natural gateway of the West, it will run for a thousand miles through a country of whose riches even the natives until now have not known.

Along this new national highway, on a strip of twenty miles wide, thousands of houses will be built, and that is why the Dominion government risked its political life on the new road.

Out of this twenty mile strip, a thousand miles long, there will flow a ceaseless stream of wheat. From the great Saskatchewan valley, over this almost level line, ten years from to-day twenty million bushels of wheat will be going annually to the lakes and millions of dollars' worth of beef and barley, hogs, horses and horned things, and that's why the men of the West walked up to the polls last November and voted for the Grand Trunk Pacific. That was a great public endorsement of a public enterprise.

The seers say this continent is coming into a panicky spell, that we have not really been as prosperous as we think we have been, and that a lot of our wealth is nerve and south wind.

If that be true, then the building of this great transcontinental road will be a godsend to Canada. The building of the line alone will keep the country busy

and prosperous for five or six years, and

all the while the new farmers in the new fields will be shouting for reapers and mowers and threshing machines, and when the road is finished there will be work in the wheat lands for all who want to work. There should be no "unemployed" in Canada, and no poverty, for the next decade, at least.

The scientists say the Northwest is entering upon a long dry spell, that the grass will wither and the cattle die. Well, there have been dry spells in the Canadian Northwest, but, never north of the new national highway. Once in a while it rains too much, and the wheat keeps on growing, but I failed to find, in three months travel in the Northwest last summer, a single man or woman who had known a dry season, say, two hundred miles north of the boundary, and I found farms that had been cropped eighteen, twenty and twenty-five years. And that is why the Grand Trunk Pacific will always have something to haul out; and by the same token the mixed farmer will always have something to sell. Take it year by year, and there is no safer soil for the farmer to farm than is to be found in Assinibina and Saskatchewan. Within a few years, when vast reaches of these wild lands are brought under cultivation, changing the temperature of the soil and so of the whole region, the dread of frost will disappear as it has on the Portage Plains.

The building of the new line means more to Winnipeg, perhaps, than to any other Canadian city, despite the fact that she stands, not in the centre, but

only at the edge of the field. She is by no means in the middle of the "Bread Basket" but she is, without a doubt, the door to the granary. Even if you were to try you could not get by Winnipeg, the most prosperous, promising and important commercial centre in the Dominion, if future possibilities be taken into account.

The Eastern section, it has been said, will run through a lot of bogs and bad land, but within the past two years some 2,000 homesteads have been taken up in New Ontario, and two thousand farmers are carving farms from the forest, and getting fine crops. There is little doubt, now, but the great clay belt north of Nipissing will become a famous farming district within the next ten years.

But the new road will not have to wait for the farms to be cleared. The products of the great forests, the fishing, the fur trade, not to mention "Temanagan," the greatest sportsman's paradise ever opened on this continent.

The reports, so far, from the government engineers have been encouraging and the present indications are that the new line will have a much easier grade than had been expected.

Also, the Grand Trunk Pacific will cross the continental divide at a lower altitude by some thousands of feet than any other intermountain line. And beyond the divide, between the coast range and the Rockies, we shall find an interesting country, full of all sorts of surprises.

Some years ago a syndicate of adventurous capitalists, headed by ex-Premier Peters of Prince Edward Island, but hunting out of Victoria, sent a famous prospector into that north country. The reports he made were so surprising that his employers discredited them. Later the prospector died, another man was sent out, and he came back with wilder tales than they had heard, and declared that "Old John's" stakes were planted on all the tributaries of the Pine and the Fibby. Already a Yankee syndicate are starting extensive cattle ranches between the two ranges.

When the Grand Trunk Pacific Co.'s steamers sail the Atlantic and the Pacific, it will shorten the circle about this rolling sphere by twelve hours' run or a twenty-four hours' sail. It will put a new crimp in the cosmos. Over its rails the restless globe trotter will, within the next ten years, be making a record run around the world. It will shorten the distance between London and Yokohama by something more than five hundred and fifty miles. It will bring the remotest colony one "sleep" nearer the Mother Isles. It will strengthen the Dominion in the Empire, enhance the value of Canadian securities and create new confidence in Canada, her people and her possibilities. She will now be known, if not as a nation, as a colony that can do things, whose statesmen have the foresight to follow the Star of Empire, and whose people have the patriotism to poll their approval of a great enterprise, acknowledged by all to be a public necessity.

The mere announcement that ground has been broken will emphasize the importance of the "Canadian Northwest," and give new impulse to the swelling tide of immigration that is flowing in from every country under the sun, whose people have the mental equipment to think and the energy to move.

That, when finished, the new line will be physically fit, goes without saying. A glance at the old Grand Trunk system to-day and the faintest recollection of what it was ten years ago will suffice. These are the men who are to make and manage the new line, the same trained railway men who have quickened the dead line.

From the moment you leave the Atlantic seaboard, you will be riding through the romantic land of Evangeline. Then comes quaint old Quebec, whose history is one long fascinating romance.

North of Lake Nipissing lies a fairy land full of strange people, strange fables and weird legends. In the heart of the Hiawatha country, with all its

leisurely ways, there are rivers that run northward, and lakes that lie so still beneath the northern sky—lakes so crystal clear that, looking from shore to shore begins. And along these rivers and by these lakes, wild bands of moose and caribou, red deer and reindeer, roam, and in these rivers and in these lakes millions of the fish family frolic in the good old summer time.

West of the great wheat fields we find still another new and comparatively unknown country. Here, the future romancers will work out, and put into print the strange stories of the Hudson Bay country—the real tales as they are told by the old Indian trappers, the half-breed voyageurs and the frosty, foxy factors of the far Northwest.

## THE ONLY DOUBLE TRACK LINE IN CANADA

GRAND TRUNK RAILWAY SYSTEM

The International highway between Chicago and the Atlantic Ocean; tapping the principal industrial centres of Canada, and running through a country full of interest for the traveller, tourist and sightseer.

Fast through express trains between Chicago, Niagara Falls and New York, Toronto, Montreal, Quebec, Boston and Portland, Me.

Modern and up-to-date equipment.

Perfect roadbed—double tracked.

Polite employees.

Pullman sleeping cars on all through trains.

Elegantly equipped dining, cafe-parlor and library cars, serving meals a-la-carte.

Within a few hours' journey from Toronto the tourist or sportsman can find the ideal playgrounds of the "Highlands of Ontario," reached only by the Grand Trunk. It is a magnificent region for a holiday trip and is in just the out-of-the-way sort of a place that appeals to the lover of nature, the angler and the sportsman.

The Thousand Islands and rapids of the St. Lawrence River are also directly reached by the Grand Trunk Railway System.

"The International Limited," one of the fastest long distance trains in the world, leaves Montreal 9 a. m. daily, arrives Chicago 7.20 a. m. daily. Westbound passengers patronize this train, which is known far and wide as the

## FINEST TRAIN IN CANADA

### When Coming East Take the Popular Route via Chicago

CHAS. M. HAYS,

Second Vice-President and  
General Manager, Montreal.

W. E. DAVIS,

Passenger Traffic Manager,  
Montreal.

G. T. BELL,

General Passenger and  
Ticket Agent, Montreal.

GEO. W. VAUX,

Asst. Gen. Pass. and Tkt. Agt., Chicago.

H. G. ELLIOTT,

Asst. Gen. Pass. and Tkt. Agt., Montreal.

Stands Pre-eminent  
Among the Provinces of Canada, and  
yet Only an Infant

# British Columbia's Mineral Wealth

Wonderful Variety  
of its Metalliferous  
Product—Course of  
Development

**B**RITISH Columbia is unquestionably "The Mineral Province," an appellation entirely justified by comparison of the annual mineral production of the various divisions of the Dominion of Canada. This distinction is rightly a source of deep pride to its people, not because of the value of output from year to year, but for the reason that it has won its pre-eminent position in a comparatively short period. It is true that precious metals were discovered in the province many years ago, but the era of development on an extensive scale is but in its infancy, speaking, of course, with regard to what is known as lode mining, which to-day is the most important phase of the exploitation of mineral treasure.

In the early twenties, the celebrated Douglas, the botanist, discovered the Blue-Bell silver-lead mine on Kootenay lake. Coal was found at Fort Rupert on Vancouver Island in 1835, and some development was done by the Hudson's Bay Company, but these operations were discontinued in 1851, when the coal miners were attracted by the discoveries at Nanaimo, also on Vancouver Island. The early discoveries of gold in small quantities range from the year 1850 to 1857, it being found on Vancouver, Queen Charlotte and Moresby islands. About the same period some Indians brought specimens of gold from the Skeena river to the Hudson's Bay Company fort, but several expeditions to locate their source met with failure. In the interior of the province gold was found in the Natchez pass and the Similkameen as early as 1852. Between 1855 and 1857 discoveries were made on the Thompson, Fraser and Columbia rivers, and the news of these, together with the dispatches of Governor Douglas, soon attracted attention to British Columbia as a possible gold field.

It is an old story now how people hurried from San Francisco to Victoria by thousands and set up their tents; of how they rushed up the Fraser river, many crossing the Gulf of Georgia in open boats; how they crossed the Isthmus of Panama or rounded Cape Horn, or plodded wearily overland from Eastern Canada. Victoria became a city in a day and the Mainland solitude was converted into a crown colony in a year. Up to 1858 nothing but preliminary work had been done, consequently little was known of the mineral resources of the province. In that year, however, gold mining really began, and from that period dates the history of mining in British Columbia. The increase in the production of gold was rapid, and from \$705,000, which is a rough estimate of the output in 1858, it rose in 1863 to \$3,913,563. In 1861, after laborious journeys of daring prospectors, Williams and Lightning creeks, two of the most noted gold producers of British Columbia, were discovered, and in this and the following years most of the other rich creeks in Cariboo became known. Then began that second rush which is the most notable event in the history of British Columbia, and one that has had the most lasting effects in determining its future. The finds were very rich, and the lucky prospectors, who became owners of claims, amassed large sums of money in a very short time. Dr. Dawson wrote of these creeks: Williams creek has yielded more gold than any other stream in British Columbia. As examples of its yield in early years, Steele's claim gave a maximum yield of 400 ounces, or \$6,544 a day. Over \$100,000 in all was taken from this claim of 80 by 25 feet. In 1862 Cunningham's claim produced gold to the value of nearly \$2,000 a day for the season, while on several days as much as 52 pounds' weight of gold was taken out. The Adams' claim yielded to each of its three partners \$40,000 clear. These claims were above "the canyon" in shallow ground. The deep ground below "the canyon" was first bottomed towards the end of 1861 by the Barker Company (whence the name of the town, Barkerville). The Diller Company was the next successful in this, and it is credibly stated that here, on one occasion, 200 pounds of gold, worth \$38,400, were obtained in one day. In 1863 three claims below "the canyon" yielded \$300,000, and twenty claims were steadily producing from 70 to 400 ounces a day. Four hundred miners were at work on Williams creek in this year—"the Golden Year." The aggregate of Williams creek for the first seven years of working, for which no returns are available, was very large. In 1861, \$200,000 worth of gold was taken from Campbell's

discovery claim and the adjacent White-hall claim, both on Lightning creek. Attempts were made almost from the first to reach the deep channel of this creek, but after much work, were abandoned in 1864. Sinking was, however, resumed in 1870, and, having proved successful, led to the subsequent great developments.

The rich character of some of the ground on this creek may be illustrated by stating that at one time the Butcher claim yielded 350 ounces a day, the Aurora 300 to 600 ounces, and the Caledonia 300.

Space limitations prevent the hardy prospectors being followed northwards into the Omineca country in 1869; the rich Cassiar district, which in 1874 and later years (to 1888) yielded gold to the value of nearly \$5,000,000. It may

here be mentioned, to-day, that there are numerous extensively developed and equipped mines in the province, among them being the Consolidated Cariboo Hydraulic Company's mine at Bullion, Quesnel, Cariboo; Le Roi, Le Roi No. 2, Centre Star and War Eagle, at Ross-

lumbia and Kootenay—there are many streams, generally mountain torrents, each giving a considerable head and furnishing motive power for individual mining properties. In the Slocan these are used especially for concentrators, while in the Nelson and Camborne districts they operate stamp-mills.

The mines near the coast generally have the advantage of water transportation, and many in the Kootenay and Boundary country are tapped by railways. Some districts are seriously handicapped by the absence of facilities for cheap transportation, but since each succeeding year sees the construction of new roads and railway lines, this obstacle to more rapid progress is being in part removed.

More reduction works are being established as the demand for them increases. Smelters have been erected at Pilot Bay, Nelson and Trail, in the Kootenay; at Grand Forks, Greenwood and Boundary Falls, in the Boundary; at Van Anda, Texada Island, and at Crofton and Ladysmith, Vancouver Island. The smelter

in the Slocan, and from the same country has also come a considerable proportion of the money that has developed the big mines and built the smelters of the Boundary district. A comparatively large amount of British capital, too, has found its way into British Columbia mining enterprises, but all these combined will probably fall far short of the aggregate that a few years hence will be similarly employed in the province, so big will be the future of this important industry.

The foregoing is necessarily but a brief history of mining development in British Columbia from the days of discovery.

#### Last Year's Record.

Taking the industry of the province as a whole, a comparison of the totals given below will show an increase in the aggregate production of 1904 over that of 1903 of about \$1,480,000, the totals being \$18,977,359 and \$17,495,954 respectively. The largest gain was in the quantity of silver-lead produced, which

occurred in several widely separated parts of the province. On Vancouver and Texada Islands some development work has been done and the attention of capitalists has been drawn to the former, particularly to the properties on the Bently Iron Mining Company, at Bugaboo creek. The iron smelter at Ironside, Washington, having been closed down, shipments of iron ore from Texada Island were discounted. Little change took place at the Kamloops iron property. In the Nelson mining division, the Crawford Bay iron deposits are being prospected. In East Kootenay there

is established near Saanich, on Vancouver Island, and are now in operation.

#### The Mineral Regions.

The great mineral bearing regions of this province, generally speaking, are Cariboo, Cassiar, East Kootenay, West Kootenay, Lillooet, Yale, Const. and Vancouver Island. Pretty nearly everyone knows about the famed placers of Cariboo and Cassiar which since their discovery have produced many millions of yellow wealth. In considering the output of Cariboo it should be borne in mind that this great treasure house has

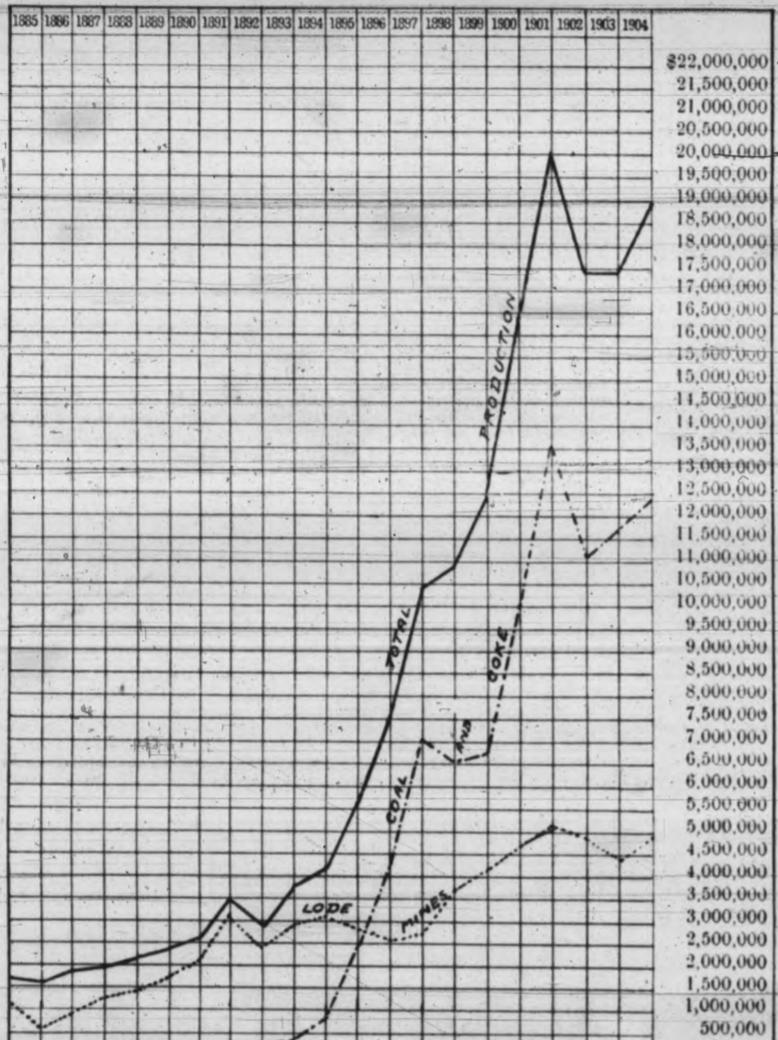


DIAGRAM SHOWING PROGRESS OF MINING SINCE 1855.

land; Athabasca-Venus, Silver King and Ymir, in the Nelson district; Payne and Slocan Star in the Slocan; St. Eugene and Crow's Nest Pass Coal Company's coal mines, in East Kootenay; Granby Group and Mother Lode, in the Boundary; Van Anda, on Texada Island; Tye, at Mount Sicker, and the big coal mines, also on Vancouver Island.

Steam power is employed at many of the mines, and others use water power or electricity. Electric power is used in several of the larger mines at Rossland and in the Boundary. At Bonnington Falls, Kootenay river, where there is an estimated power of 100,000 horse-power available, about 4,000 horse-power are being developed; at Cascade, on Kettle River, about 2,000 horse-power, and on the North Fork of Kettle river, 1,000 horse-power. Besides the three great rivers of the province—the Fraser, Co-

nst-Northport, Washington, is within 20 miles of Rossland, and other smelters in the United States also treat ores from British Columbia. The biggest stamp mill in the province is at the Ymir mine, where a battery of 80 stamps is in operation. There are other stamp mills, concentrators, etc., but it is evident that an enormous quantity of plant and machinery will be required to meet the rapidly growing requirements of ore production and treatment.

Much outside capital has already been employed in connection with the mining industry of the province, but much more is needed for the extensive development of its enormous mineral resources. Eastern Canadian money has been put into mining and smelting enterprises at Rossland, in the Boundary, and elsewhere. United States capital has done much towards developing mines at Rossland and

was more than twice that of 1903. This unquestionably, was due to the bounty granted by the Dominion government, which enabled the industry, particularly in East Kootenay, to get upon its feet after a period of depression. It was this circumstance which accounted for the long jump in the mineral production of East Kootenay from the insignificant total of \$128,797, to \$1,180,933. It also resulted in the operation of the lead refinery at Trail Creek. The next largest gain was in coal and coke, which advanced from \$4,332,297 in 1903 to \$4,553,024 last year. Silver went forward nearly two hundred thousand dollars; in fact there is a general increase right along the line. The following table shows the value of minerals produced in the two years:

	1903.	1904.
Gold, placer	\$ 1,000,420	\$ 1,115,300
Gold, lode	4,812,616	4,889,008
Total gold	\$ 5,873,036	\$ 5,704,308
Silver	1,521,472	1,719,516
Copper	4,547,335	4,578,037
Lead	689,744	1,421,874
Coal and coke	4,332,297	4,553,024
Other materials	531,870	600,000
	\$17,495,954	\$18,977,359

Copper increased both in the Boundary and on Vancouver Island. The increase in the former district was not proportionate to the larger tonnage of ore smelted, showing that the low costs of mining and smelting admitted of handling ores of even lower grade than heretofore being mined and smelted. On Vancouver Island the Tree Copper Company's works at Ladysmith were kept going nearly all the year, but those at Crofton were shut down for lack of ore to treat, but fortunately at the time of writing there is a strong prospect of an early reopening to treat ores from Howe Sound on the Mainland. The island smelters feel keenly the effect of the competition of the smelter at Tacoma, Washington, which has for some time past had contracts with British Columbia coast mines that take away from the local works a tonnage of ore that had, they it would do much to keep them running the year through.

The tonnage of metallic lead falls short of that anticipated as a result of the granting of the bounty of \$15 per ton on lead mined and smelted in Canada, up to an annual output of 33,000 tons. This, however, is chiefly attributable to the unusually dry

season and the consequent shortage of water, which prevented the concentrating mills from being operated more than about half time. The output of the St. Eugene mine alone would, under ordinary conditions in this respect, have made up more than half this deficiency.

The increase in placer gold came from the Atlin division of Cassiar. At Quesnel, in Cariboo, the Consolidated Cariboo Hydraulic Company recovered about \$90,000 as against less than \$45,000 in 1903, while the returns for Atlin show an increase of \$90,000.

The increase in silver came from East

established near Saanich, on Vancouver Island, and are now in operation.

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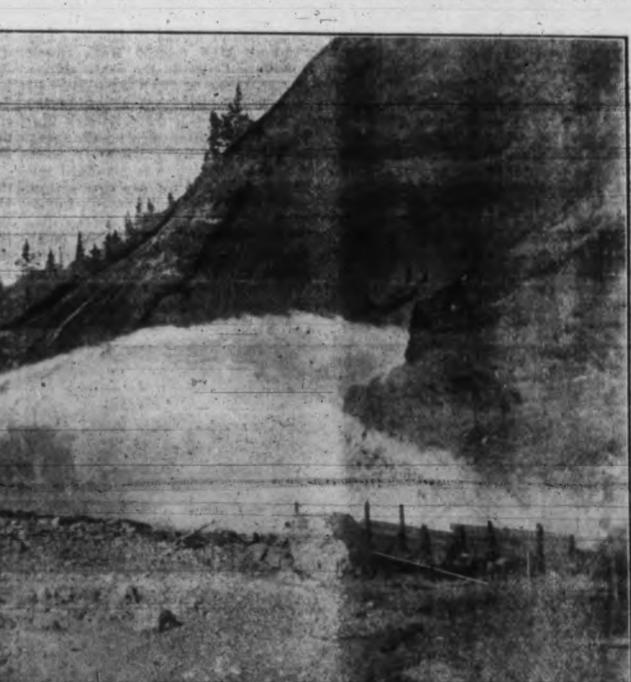
HALL MINE SMOLETER, SHOWING PORTION OF NELSON.

Kootenay, the St. Eugene mine, after three years' idleness having resumed operations, consequent on the granting of the lead bounty. Its silver output was about 540,000 ounces. A larger production of this metal by the Slocan mines was looked for, but various reasons prevented this expectation being realized. The Silver Cup Mines, Ltd., started its silver mill late in the spring, and produced an appreciable large quantity of silver from dump ores, which took the place of production from ores of higher grade shipped the previous year to the smelters.

The mining of zinc is at last becoming practicable at a profit. It occurs in the Slocan mines in large quantities, freely intermixed with lead, so that the mining of these two metals must, to a considerable extent, be carried on together. There are, however, exceptions, some mines having big deposits of ore almost pure zinc blend. The Lucky Jim, situated about on the dividing line between the Ainsworth and Slocan mining divisions, is one of these, having a large body of ore averaging about 54 per cent. zinc. Late in December a sale of 2,000 tons from this mine was made. While malleable zinc was obtained here in only small quantities having been hitherto run to waste with the tailings from the silver-lead concentrating mills, buyers of this metal, with a single exception, did not give this district any attention, but

are also iron properties, but they are awaiting capital for their development. On Vancouver Island the Wellington collieries made an excellent showing last year, both at Extension and Cumberland (Comox), their output of about 750,000 tons having been larger than in 1903. Developments and permanent improvements recently made at these collieries, and their seaport shipping wharves, indicate that the alleged "impending exhaustion" of the workable coal seams of Vancouver Island is not anticipated by the Wellington Colliery Company, which claims to have ample coal yet undeveloped to last at least until the close of the present century. The year's supply of coke at Comox was in excess of the local demand. The Western Fuel Company, of San Francisco, successors to the New Vancouver Coal Company, is operating the Nanaimo collieries, the output of which was curtailed last year by the destruction by fire of the headworks at No. 1 mine. The Crow's Nest Pass Coal Company produced more than a million tons of coal in 1904. Of this quantity 718,000 tons were disposed of as coal, and the remainder made into 245,000 tons of coke. This company is successfully seeking an enlarged market in the northwestern states—Washington, Idaho and Montana—for coal, and, in the last mentioned state, for coke as well.

No developments of note took place in



GOLD MINING IN CARIBOO—HOW HYDRAULICING IS CARRIED ON.

now there is a change for the better in this connection. Several of the concentrating mills have had their plans remodelled, so as to save the zinc as a by-product when treating ores for their silver-lead contents, and two or three of these have added magnetic separating plants to raise the grade of the zinc concentrate still higher.

Nothing of importance was accom-

plished last year in the direction of turning to account the iron ores known to Golden and Windermere's divisions. Practically no important discoveries were made until 1892, when the North Star mine was located. This and the Sullivan and St. Eugene mines were systematically developed in 1895, so it can be seen that organized development of the lode resources of East Kootenay is practically not more than a decade old. But although the St. Eugene mine is the greatest lead producer in the province, and there are other silver-lead mines,



CONCENTRATOR BUILDING AT PAYNE MINE, SANDON.

such as the North Star and Sullivan, it is as the sphere of activity of the Crow's Nest Coal Company that East Kootenay is predominantly noted.

These coal fields are in the Fort Steele division of the district and about forty miles north of the international boundary. Coal is said to have been discovered there twenty years ago, and development began in 1887. The company that now controls these fields was incorporated just eight years ago, with an authorized capital of \$3,500,000. The three big camps are known as Coal Creek, Morrissey and Michel. An outcome of the extensive operations of this company was the birth and growth of the camp of Fernie named after Wm. Fernie, one of the original leaders of the miners, which is now a bustling little town. From 1888 to 1903 inclusive, 1,888,342 tons of coal and 516,430 tons of coke were produced. This being the source of coke supply for the many smelters of the interior, the production of the industry is naturally carried on very extensively. The Crow's Nest Pass coal fields are tapped by two railroads so that they have easy access to their markets.

It will be apparent, therefore, that East Kootenay as a mineral field is to be distinguished by its coal and coke, and silver-lead potentialities, and the prestige it now enjoys in these two important

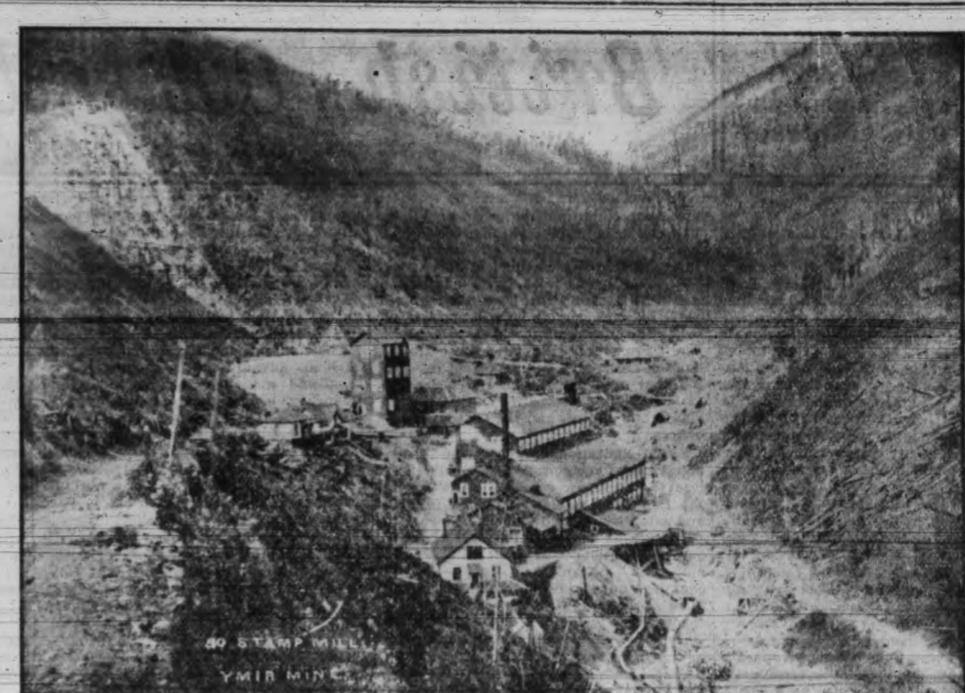
In the Nelson division, the oldest subdivision of West Kootenay, among the most important mines are the Silver King (Hall) Mine on Toad mountain, and the Morning Mountain group. In Ymir division there is the Ymir mine with its immense stamp mill. This property, while the principal, is but one of a large number of ore producers in this district. But the most important subdivision of West Kootenay from mineral standpoint, and the one which has attained the greatest promise throughout the world, is the Trail Creek division, also known as the Rossland camp. A proof of the extensive manner in which operations are conducted there is afforded by the fact that the output last year exceeded nearly \$36,800,000, as against \$1,260,888 for 1899, and about \$816,920 for Nelson division. All Gold Trail Creek division has contributed about one-third of the total production of the hole mines of the province. Its proportion being over \$3,000,000 up to the end of the calendar year 1904. The principal mines are: T. J. of War Eagle, Centre Star, Le Bol No. 2, Iron Mask, Rossland Great Western, Rosedale Kootenay, Velvet, Jumbo, Gilt, L. X. L., Evening Star, Spitzer, Moana Christie, White Rock, Homestake, Miscellaneous. Next in importance in West Kootenay is the Slocan district, the output of which last year was \$1,236,888. Among the mines in this district are the

machinery and supplies, inaccessible. Some high-grade gold-silver ore was sent out at considerable cost in 1893-4, but not a great deal of important development work was undertaken until 1896 and 1897, which years saw the initiation of the enterprises since extensively developed by the Granby and 33, C. Copper companies. The opening up of these and other mines at length induced the Canadian Pacific Railway Company to extend its Columbia & Western railway from Bulson, on the Columbia river, until now the tonnage is at the rate of considerably more than one-half of the yearly total output of the whole province.

The Boundary country is famed chiefly for its copper production. Previous to

1900 the total tonnage of 800 shipped from that section was only a few hundreds. During the first half of the year, the B. C. mine shipped about four thousand tons to the Trail smelter. The second half of the year saw an output of more than 20,000 tons. After that the tonnage increased rapidly each year until now it exceeds 2,000,000 tons, an overwhelming proportion of which is shipped by the mines of the Granby and B. C. Copper companies. Another district of which much is expected is the Similkameen, known to be rich in gold, silver, copper and coal.

In the Ashcroft division Indians and Chinese recover a large quantity of gold



FAMOUS 80-STAMP MILL AT YMIR MINE.

	Pounds.	
Hill Mining & Smelting Co.	11,042,688	
Canadian Smelting Works	10,483,426	
Total	21,526,114	
Exported to Europe	2,267,614	
		Total production \$17,405,554.
		\$18,977,339

some extent prospected. Prospectors claim to have found promising iron deposits in the mountain, a few miles north of Trail, and its occurrence near Fort St. George, Cariboo districts has also been reported. So far as the Mainland is concerned, though much of it is densely wooded and little explored, so that future prospecting may be expected to result in discoveries of iron in places where it is not yet known to exist.

#### The Lead Bounty.

The Dominion government's recognition of the importance of the lead industry as expressed in the bounty paid upon this mineral mined in Canada, has produced a stimulating effect upon the whole lead producing community. According to the enactment under which this assistance is given the amount to be contributed from the Dominion treasury shall be seventy-five cents per one hundred pounds of lead contents of ore mined. This operated for the term of five years, beginning July 1st, 1903.

The expenditure for any one year is limited to \$500,000, and if the quantity of lead in any fiscal year exceeds 33,333 tons, the bounty will be distributed at reduced rate.

It is also provided that when the price of lead in London shall exceed £2 10s. per ton of 2,240 pounds, the bounty should be reduced by the amount of such excess, so that at about £16 it will cease.

Sixty per cent. of the bounty is payable at the end of any month, upon proof that the ore has been delivered at a smelter in Canada, and the remainder with a view to the supply of the Canadian market with paint made from our own lead; an up-to-date smelter, backed by a powerful corporation, is nearing com-

Lillooet	31,238	34,583
Yale	3,707,632	4,190,281
Coast and other districts	1,309,666	1,179,295
Total	12,639,577	\$13,424,335

money disbursed in April, 1904. Under this stimulus the lead production has increased the returns for the first year of the bounty period ending June 30th, 1904, being:

Total production \$17,405,554.

There is a tribe saying that figures do not lie and probably a simple table will tell more eloquently the story of B. C.'s mineral wealth than many columns of polished rhetoric. The following gives the total value of production in this province for all the years, including 1904:

Gold, placer ..... \$ 66,803,403

Gold, lode ..... 31,451,936

Total ..... 98,255,339

The bounty earned upon lead

smelted at home was \$183,946.

Upon lead exported ..... 11,338,07

A total of \$195,284.

The total bounty earned for the first year and a half of the bounty period can about \$250,000.

It is interesting to draw a comparison between the conditions prevalent two years ago and now. Then the production increased at the rate of six thousand tons per annum. Now it jumps to the tune of thirty thousand tons.

The lead refinery at Trail has been greatly enlarged, and is turning out both silver and lead of a degree of purity never hitherto attained upon a commercial scale. Lead pipe works are in operation at Trail and supplying western Canada; corralling works (largely promoted by the Canadian Smelting Works) are under construction in Montreal, with a view to the supply of the Canadian market with paint made from our own lead; the bounty will be distributed at a reduced rate.

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Total ..... \$226,201,851

The production of all minerals up to 1889 and that for each individual year since was as under:

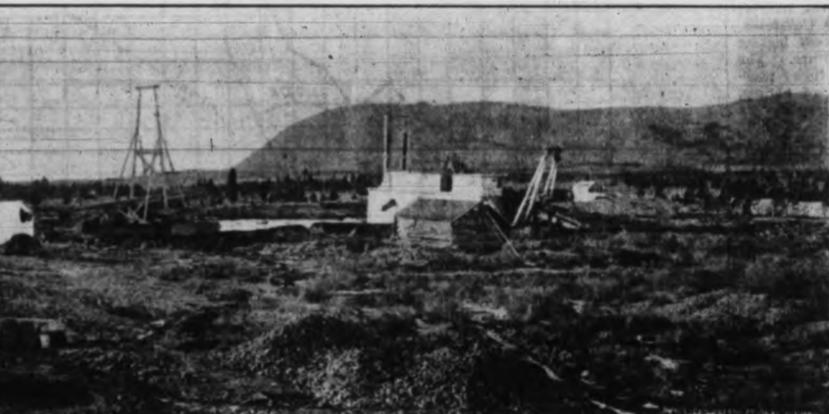
1852 to 1889 (inclusive) ..... \$ 71,981,634

1890 ..... 2,908,803

1891 ..... 3,521,102

1892 ..... 2,978,539

1893 ..... 3,388,413



DREDGE OPERATING IN ATLIN GOLD FIELDS.

is made of iron ore from Texada Island, British Columbia.

It may be of interest to here note that the first furnace for the manufacture of pig iron in Washington began operation in the autumn of 1880. It was located at Ironbridge on Port Townsend bay, about four miles south of the city of Port Townsend, within a day's steamer run of Texada Island. It had a daily capacity of 10 tons and was a hot blast charcoal furnace. It was operated for six months and then was replaced by a 30-ton furnace which, a few months later, was reconstructed and for years turned out a good grade of pig iron, until, in 1881, it was closed down. In 1901 Pennsylvania capital was interested in it, the Pacific Steel Company was organized to acquire and operate it, the plant was modernized and about \$100,000 expended on it, and in December, 1901, the manufacture of pig iron was resumed. Ores from Texada Island and from Hamilton, Skagit County, Washington, were used, mixed in the proportion of 700 tons of Texada ore to 50 tons of Hamilton ore. The Texada ore was arranged in large heaps and roasted to get rid of the sulphur and also to make it more easy to reduce in the furnace. The principal flux was limestone, and the chief fuel was charcoal, with a little coke from Cokedale, in Skagit County. Castings were made three times a day; that is, every eight hours. The pig iron was sold to the various foundries around Puget Sound, Oregon and British Columbia.

The history of lead mining in this province has been more or less chequered. It began with a small shipment from the Laramie mine in Illinois in 1888, and grew to an output of thirty-one thousand tons of metallic lead in 1900. In this year the operations were stimulated by a high London price, which was \$18 per ton.

At the end of 1900 the American Smelting & Refining Company, apparently fearing an over-production, withdrew their buggies from British Columbia, and with a steady decline in price in London, which reached \$10 2s. 6d. in December, 1901, the lead output went rapidly down the hill.

The difference to the mine owner between \$18 and \$10 2s. 6d. is that he receives for his lead per 100 pounds, \$2.89 in one case, and \$1.19 in the other.

#### It Was Low Tide.

Low water mark its production was reached in the early part of 1903, the lead receipts at the local smelters for the first five months amounting to 2,257 tons only, the bulk of this being the product of the Highland mine at Ainsworth.

There were, however, during this period, shipments to the United States of a few hundred tons.

The attention of the powers that be at Ottawa was directed to the critical condition of the lead industry, and in 1903 it was determined to offer a bounty. The necessary legislation was passed and the

1894	4,225,717
1895	5,045,543
1896	7,507,656
1897	10,455,298
1898	10,906,861
1899	12,303,131
1900	16,344,751
1901	20,986,780
1902	17,486,350
1903	17,405,054
1904	18,977,339

Total ..... \$226,201,851

That the advance made during the ten years, 1885-1904, may be more appreciated, attention is directed to the fact that while the total production from 1882 to 1894, inclusive, was \$883,904,199, that for the ten subsequent years was \$137,265. It can readily be seen, therefore, that British Columbia's proud position among the mineral bearing regions of Canada is due practically to the great measure of development that has marked the past ten years of its history.



VIEW OF CROFTON SMOELTER FROM THE SEA.



COAL MINING NEAR NANAIMO—PROTECTION ISLAND SHAFT.

Veitable Empire in  
Natural Resources—  
Its Progress Since Days  
of Discovery

# A Glance at Vancouver Island

Beginning to Attract  
Attention of all Parts  
of the World

**T**O SAY that this terrestrial ball has no richer field for the developing genius of man than Vancouver Island, may seem downright extravagance at first blush; but it is a fact. Where is there a domain to equal it in natural resources or climate? Within its boundaries can be found in inexhaustible quantities copper in large bodies, iron, gold, silver, limestone and other materials that human ingenuity, fashions into articles of commerce and use. Besides, it has timber and agricultural potentialities that are just beginning to be realized, and the waters that wash its shores are the habitat of the finest food fish to be found in the world.

Vancouver Island was first explored by Spanish navigators whose expeditions were equipped by the viceroys of Mex-

ico. Their quest was for the mythical Strait of Anian, which was believed to be the connecting link between the Atlantic and Pacific oceans. As far as can be learned the pioneer of pioneers in this period of discovery was one Apostolo Valeriano, nicknamed Juan de Fuca, whose name will be perpetuated by the noble expanse of water which separates the Island from the State of Washington. Following in the train of one venturesome Spaniard came the daring navigators of old England, whose activity and enterprise effected the establishment of British supremacy in this far off Western region.

But, after all, despite the energy and daring exhibited by those hardy heralds of a newer civilization, there were miles of land and water they were unable to cover, and to this day in the interior of Vancouver Island there are considerable areas of unknown territory.

The period of discovery was succeeded by the exploitation of the Northwest Fur Company and its powerful successor the Hudson's Bay Corporation. This epoch of trade was of the most important character, because it brought about the colonization of the vast territory in which these companies operated. As is gener-

named Camosun, now Victoria, became its western headquarters.

Victoria was thus the first place of importance on the Island as it was in the province, but passing years developed that Vancouver Island possessed a wealth of resources sufficient to support many other communities which, like the capital, are now marching steadily along the procession of progress. For a long time after the establishment of the headquarters of the Hudson's Bay Company at this city, Vancouver Island was practically under its control, but ultimately, as students of British Columbia history are aware, a representative colonial government was instituted to separately and independently preside over the Island's destinies, distinct from the government of the mainland. Eventually the two became united and Victoria was fixed upon as the provincial seat of govern-

ment and Extension, but there have also been discoveries at Hardy Bay on the northwest and Quatsino Sound on the northeast. Then there are deposits of copper carrying gold and silver values at Mt. Sicker, on the east coast; Sooke, San Juan, and Clayoquot on the south and west coasts, and at Quatsino on the northwest. Immense deposits of magnetic iron ore occur throughout the western and southwestern portions of the Island.

Gold was first discovered in the Victoria mining division at Leech river in 1850, at the Leech and Sooke rivers and at one time there was quite a rush to those parts. Ultimately the gravel was pretty well worked out, although there is a little mining carried on there at the present time. The development of Mt. Sicker properties and the rise of the town of Crofton have occurred within

vision to establish it at Port Moody, on Burrard Inlet, aroused so much indignation on the Island that in 1883, under an act of Settlement, the Dominion parliament undertook to subsidize a railroad from Esquimalt to Nanaimo, with \$750,000 in cash, while the provincial government granted two million acres of land. To the enterprise of Hon. Robt. Dunsmuir the construction of the road was due, as the generous assistance of both governments seemed to be insufficient to induce anybody else to take the matter up. The prospective importance of the E. & N. has been fully recognized by the

passengers are conveyed by steamer to various points on the Mainland. Vicissitude has marked the little road from its birth, but under the beneficent wing of the Great Northern Railway Company it gives promise at last of becoming a highly important link in the chain that is to bind Victoria to the continental systems of railway."

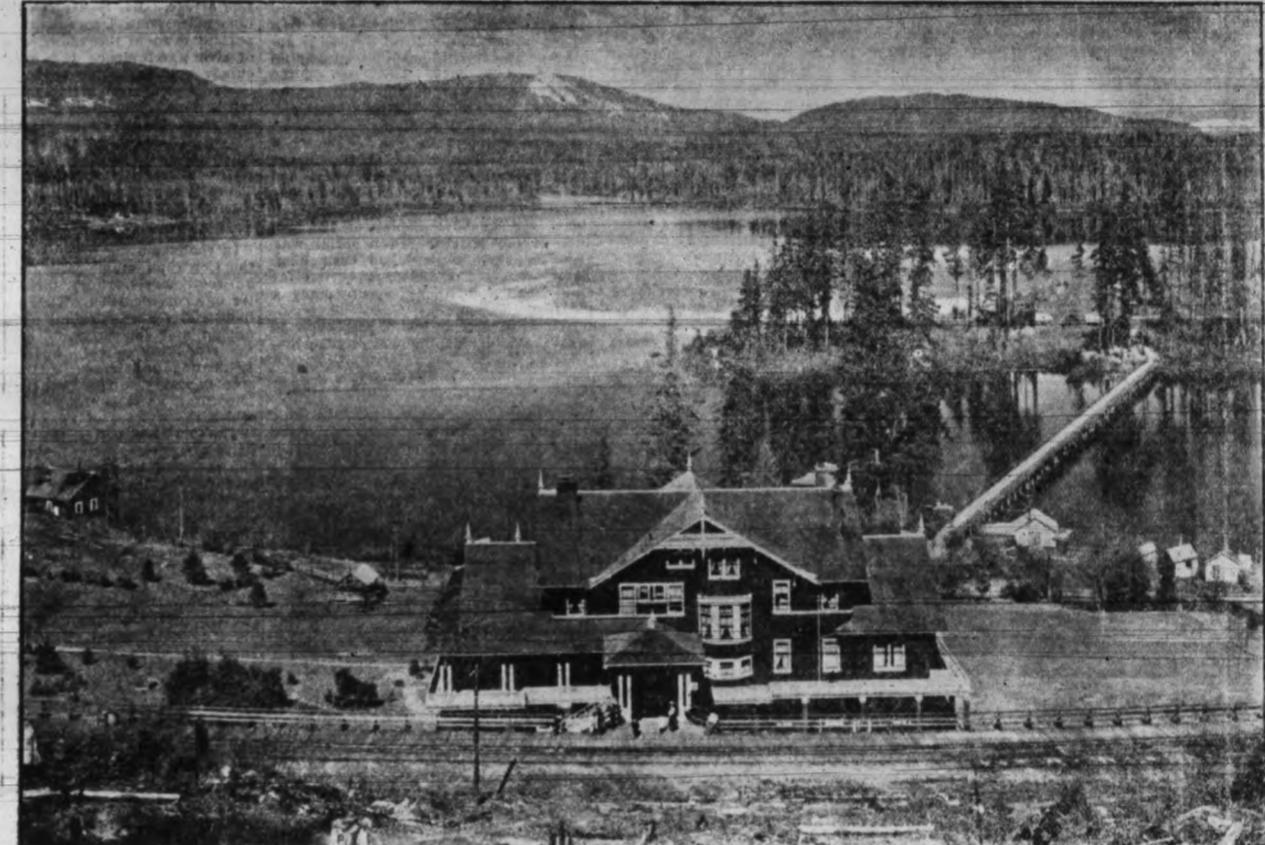
The rolling stock of the Victoria & Sidney is excellent, and the traffic shows a tendency to healthy increase. Under the direction of the present manager, Mr. Van Sant, the railway is making marked progress and is becoming part

entry, and as such is the real key to the Island trade.

Ladysmith is a small but thriving seaport at the entrance of Oyster Harbor, fourteen miles south of Nanaimo, and five miles north of Chemainus. The place took its name from the famous town in Natal which had been relieved after the memorable siege, just about the time its western namesake was taking shape. The streets in the B. C. Ladysmith are named after the celebrated generals who took part in the war, and an eminence at the northwestern tip of the town is called Spion Kop; on the summit



SHIPS IN NANAIMO HARBOR WAITING FOR CARGOES.



VIEW OF SHAWNIGAN LAKE, A BEAUTIFUL PLEASURE RESORT.



PEEP AT QUATSINO SOUND, VICTORIA ISLAND.

ally known, their domain extended from the Hudson's Bay to the coast and down as far as California. The delimitation of the boundary between Canada and the United States, designating the forty-ninth parallel, as the imaginary division in the West, confined the operations of the Hudson's Bay Company north of that line, and a little Indian village

in which the late Robert Dunsmuir was a prominent figure. These properties are now under the control of James Dunsmuir.

Vancouver Island produces more than one-quarter of the mineral output of the province, and more than one-half the coal aggregate. As stated, the principal coal measures are at Nanaimo, Comox

and, slightly over eighty miles, between Victoria and Wellington, and the Victoria & Sidney, traversing the country between the points named. The former was the offspring of the union of British Columbia with the Dominion federation. When the G. P. R. was first contemplated Esquimalt was stimulated as its Pacific terminus, and the subsequent de-

cision pledged itself to pay an annual subsidy of fifteen thousand dollars to the little company that undertook construction. A year or two ago the line was brought through the city to a terminus in the city market.

From that depot the trains of the Victoria & Sidney start daily and several times a day for Sidney, thence the pas-

enger train to Victoria.

Nanaimo's industry, at present, is chiefly coal mining and shipping. There are, however, some very important settlements of prosperous ranchers in the immediate vicinity, and as the country is being opened up these are becoming more numerous and will, in time, form a source of strength for the town that no fluctuation in the coal trade can disturb. It is well to remember that there

is a large area of land yet untilled and comparatively easy of access. For any person who wishes to settle on a piece of land and engage in sheep or hog raising, fruit culture, chicken or dairy or vegetable farming, there are splendid opportunities, quite near Nanaimo, that offer to intelligent and persevering workers not only a not difficult and pleasant livelihood, but good interest on the investment. Apart from coal mining and ranching, there is unfold mineral wealth in the mountains of Vancouver Island, only waiting the life-giving touch of the capital to transform forest-covered hills

into busy hives of industry. Already hardy and enterprising prospectors have staked claims, prospected areas and developed the veins to a sufficient extent to assure splendid returns for the investment of enough capital to bring them into the markets of the mineralized world. These prospectors and locators are, however, for the most part poor men, who have conducted their research in dull periods of the coal trade, and developed their discoveries with such savings as they have been able to make in more prosperous days.

What is chiefly necessary for the better exploitation of this mineral wealth is railroad construction, for the purpose of providing easy transportation of the ores to the smelters already established on the coast and within practical distance from the mineral claims now in operation. The need of such railroads is so apparent and pressing that the era of actual construction may be said to have already dawned, and that the accomplishment of the work will follow at an early date; the results will inevitably redound to the incalculable advantage of the city of Nanaimo. The fishing grounds of Nanaimo are well known to be extensive.



SCENE ON ALBERNI CANAL.

Cumberland, the centre of the coal mining activity in Comox district, is a splendidly situated town in the foothills of the Bedford mountains, about 60 miles north of Nanaimo. It is connected with Baynes Sound via a narrow railway. Naturally the chief industry is coal mining, the Union Colliery turning out 700 to 1,000 tons a day of the best steam coal. The town is the market place for the Comox fishing settlement and has a population of 3,000.

Other promising towns are Crofton on Osborne Bay, on the east coast of the Island, where the smelter formerly controlled by the Northwestern Smelting & Refining Company, but is now owned by H. G. Bellis, of the Britannia Mining, Chemainus and Lumbyes on the Esquimalt & Nanaimo, always the most promising settlements which will soon rise to the dignity of towns.

District on Which Nature Has Lavished Her Choicest Gifts

# Municipality of North Cowichan

Unrivalled in Its Resources—Paradise For Hunter and Fisherman

**W**HEN the portals of that potential domain known as Vancouver Island are swung clear back, and there takes place an opening-up on the extensive scale demanded by its multifarious resources, none of its sections will feel the force of development more vitally than the district of Cowichan. True, a great deal of activity has characterized its late history, mining, lumbering and agricultural pursuits having been carried on, but, after all, Cowichan is but an infant—a lusty and promising one, but an infant nevertheless. Its extent, a variety of wealth, its striking adaptability to the modern methods of progress-making until recently have been substantially appreciated by a comparative few. It is an empire in embryo, but from it great things may be expected.

Taking the district as a whole it has been geographically described by one of its progressive inhabitants as comprising the valley watered by the Cowichan river, and the adjacent country as far south as Shawnigan, and as far north as Chemainus. Its heart is about forty miles from the city of Victoria. It bears an Indian name, and the tribe of aborigines after whom it was christened is still largely represented among its people, although retaining but a shadow of the numbers and power that made it

A number of prominent government officials, including the surveyor-general and his assistant, and the attorney-general, Vancouver Island are swing clear back, and there takes place an opening-up on the extensive scale demanded by its multifarious resources, none of its sections will feel the force of development more vitally than the district of Cowichan. True, a great deal of activity has characterized its late history, mining, lumbering and agricultural pursuits having been carried on, but, after all, Cowichan is but an infant—a lusty and promising one, but an infant nevertheless. Its extent, a variety of wealth, its striking adaptability to the modern methods of progress-making until recently have been substantially appreciated by a comparative few. It is an empire in embryo, but from it great things may be expected.

Among the few surviving members of this expedition was W. C. Duncan, after whom the town of Duncans was named, who is still a resident of the place, with the promise of a good many years ahead of him. He did not settle on this site until some years after arriving at Cowichan bay had passed, but eventually he established himself there and has had the pleasure of seeing the settlement grow into a thriving little town. Other settlers dropped into the district as time went by, and soon it became a farming area of minor consequence.

Pioneering in all countries is hard work, and in Cowichan it was no exception from the rule. Where Duncans now stands was a thick growth of forest

industrial enterprises then began to enter the field. The immense timber lumber

namely, James Campbell, Quamichan; H. Bonall, Chemainus; Angus Bell, Somenos; Wm. Bassett, Maple Bay, J. Norcross is clerk. The council meets once a month in regular session, although a number of special meetings are held during the year. This municipality enjoys the distinction of being absolutely free from debt, and long may it remain so.

Although North Cowichan does not include the entire Mt. Sicker mining camp, nor Cowichan Lake, these localities are so directly tributary to it that their inclusion is justifiable for the purposes of this article. Mt. Sicker is only eight or nine miles from Duncans, the most important town in the valley, and the seat of civic government. It is the source of supply and the point at which all the business incidental to the mining industry is done. Moreover, the extension of the area of activity in the mineral regions, Mt. Sicker, on the north or Cowichan lake at the west, will most materially affect the welfare of Duncans. There is a good wagon road from Duncans to Cowichan lake.

The Various Characteristics.

In contemplating the characteristics of the Cowichan municipality and immediately contiguous territory, three phases enter into consideration. First there is the industrial feature, including agriculture, mining and lumbering. There is next the recreation phase, hunting, fishing, rusticating and so on; and thirdly, its scenic beauty. The first is the most important, as it is the foundation upon which the welfare of the place depends.

The Cowichan valley, the scope of agricultural activity, is one of the most fertile tracts of land in the province, or in Canada. It lies both east and west and north and south. It follows the Cowichan river, which rises in the lake of that name, and flows east into Cowichan bay, and it also looks north to where Mt. Sicker and Prevost stand sentry-like between it and the valley of the Chemainus. The valley of the Cowichan is wonderfully adapted for agriculture and fruit growing, and both are extensively followed. Prosperous looking farms mark it like a checker board along well defined sections, and the number is constantly swelling. The soil and climate are excellent and enable the production of most of the grain, fruit and other products that grow in the temperate zone. The district is tapped by the Esquimalt & Nanaimo railway, which gives it access to the markets of Victoria, Nanaimo, Ladysmith and elsewhere. It is therefore well favored with transportation facilities, and the outlook for a more elaborate extension along this line is extremely bright at the present time.

There are quite a large number of good-sized farms in the valley, running about 160 acres each, but the average under actual cultivation would be about forty acres. Around what are known as the Cowichan flats, or where the river empties into the salt-water, there are many splendid farming tracts, some farmers having several hundred acres under cultivation. The best farms are within convenient distance of the village of Duncans, which is not only a good market but an ideal shipping point.

A bird's-eye view of Cowichan district as a producer can be gained at the annual fair exhibitions, when the choicest product of the valley is attractively displayed. Oats are grown in considerable quantity, yielding about sixty bushels to the acre; peas and barley are also largely raised, while the district gives a good yield of roots and vegetables generally. A general crop of potatoes averages from eight to ten tons to the acre. In fruit growing the district is especially strong, having a great many first prizes at provincial fairs to its credit. The plums, pears and apples grown there are as fine as can be produced anywhere. Peaches, nectarines and apricots, with care, can also be successfully grown. The principal apples are the Duchess of Oldenburg (fall), King of Tompkins, Jonathan (late fall and early winter), Belle de Boskoop, Red Checkered Pippin, and Salome (winter). The pears are Bartlett, Beurre, Boussac, and Bourne-Claireau. Plums; Peach plum, Monarch, Pond's Seedling, Hungarian prune, Cherries; English Morello, Late Duke, Olivet, Belle Magifique, Crab apples, Hyslop. In small fruits the district is famous. It produces perhaps more berries than any locality in the province, and it includes the country bounded by the Cowichan river on the south, the coast on the east, a line drawn from Mount Brenton or thereabouts to the coast on the north, taking in, by the way, a part of Mount Sicker, and including Chemainus, Kuper and Thetis Islands, and on the west by another line drawn

The following figures will give an idea of the agricultural product of the Cowichan district for the past year:

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Carrots	710 tons
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Apples	382 tons
Pears	100 tons
Plums and Prunes	46 tons
Cherries	7 tons
Other fruits	104 tons
Dairy Produce.	
Butter	333,862 pounds
Cheese	700 pounds
Miscellaneous.	
Honey	650 pounds
Wool	27,515 pounds
Eggs	145,889 dozens

There is no government land for pre-emption in any easily accessible part of the district, and most of the railway land available for agricultural purposes has been disposed of. Such railway land as remains unsold in outlying parts may be

just as fast as the logger can hew it and the logging trains can carry it to the immense mill. It is the operation of this mill and its auxiliary logging industry that have given Chemainus widespread advertisement, not only in those foreign markets to which the huge freighters convey its product, but in the Northwest, which is now beginning to be cultivated as a profitable market. But the possibilities of lumbering are not confined to the territory of Chemainus. In the vicinity of Cowichan lake there are millions upon millions of feet of the best quality of timber on the continent. One well known lumber man has estimated its extent at two thousand million feet. The principal operators there now are the Mossom, Boyd Co., of Bobcaygeon, Ontario. Their loggers convey the logs along skid roads to the lake. From there, when a sufficient number have accumulated and the season is favorable, they are driven down the Cowichan river to Cowichan bay, a distance of about twenty-five miles. There is a mill at Cowichan bay which was recently purchased by the eastern company, but it is not in operation. The logs therefore are sold to the various mills, and owing to their splendid quality are readily snapped up. This year a drive of eleven million feet has been completed. The timber limits controlled by the company comprise about thirty thousand acres. When the mill at Cowichan bay is opened another stimulus to prosperity will be given to the district, as it will bring a large number of lumber carriers from all parts of the world to that point during the year.

Wolves.—These animals as a rule keep well back from civilization, but during the winter months some come down to the outlying farms. They are very shy and seldom show themselves, but will follow a man, keeping out of sight and howling around him. A few years ago Mr. Baylor, of Cowichan Lake, who at the time was trapping at the head of the lake, when one day visiting his traps, heard a wolf howl; he answered it. The next moment six wolves were on him. He shot two without putting his rifle to his shoulder, shot another and clubbed a fourth with the butt of his gun—the butt was all chewed to pieces. The rest then made off. The question is, did they know him to be a man, or did they think he was a strange wolf?

Last year a band of about thirty were seen on the Cowichan Lake road—three of which were shot, but only one picked up. There were three men with rifles there at the time; how do you think these wolves would have behaved supposing there had been only one man and he unarmed? I know I should not like to have been in that position.

How is it that wolves do not increase in numbers? They do not appear to. They have no enemies, except man, and he kills very few. I think the reason is this: They suffer greatly from mange, which kills numbers, and they are their own enemies. They often get killed in their fights, and also the dog wolf will eat the young ones if he can find them. The she wolf, however, does her best to hide them. Only two or three as a rule are brought in to the government office during the year.

Wapiti, commonly known here as Elk.—These, I think, are the most magnificent of all deer species. A few are to be found in the district—in certain places. A friend of mine, who lives in this district and who at one time went in greatly for hunting, and whose word is good, told me that one time when out he got amongst fourteen bull elk, but never fired a shot at them, the reason being, he was a good long way in, and had a big pack and could not have brought out the heads. That man I call a sportsman; and if every man were like him there would be a good many more elk than there are, I fancy.

Black Tail Deer, the common deer of Vancouver Island, are numerous and easy to get, if a man knows anything about hunting, but as a rule it means a day's work. I have heard some men on some occasions, who have come up for a day or two's hunting and gone away without a deer, slanging the district and saying that they were told there were lots of deer, but they found there were none, etc., etc.

As a general rule you will find that these men know nothing whatever of hunting. They go crashing through the bush, and if there are two of them, probably keep coining to each other, for fear of getting lost, and then they expect to see deer. There is only one way to hunt deer. When you start to hunt, go slowly, quietly, and keep your eyes open. Don't try to cover seven or eight miles of ground; two or three is quite enough. It is hard to estimate the number killed during the season, but two or three hundred must be shot if those that are killed by Indians are included.

Beaver.—These animals are not so numerous as they used to be, but are to be found and trapped around some of the lakes. A few are killed yearly.



COWICHAN CREAMERY—SUCCESSFUL ENTERPRISE AT DUNCANS.

of the district, and may be dropped upon occasionally. They are seen and shot in the Cowichan lake district more frequently than any other part, but are liable to run across in any part of the district. About ten to fifteen are killed yearly.

Pheasant.—These birds were first introduced in this district about eleven years ago, a few being hatched and turned out in several places. Now they are numerous, and the cock birds are allowed to be shot. The Cowichan valley is an ideal home for them, there being plenty of food and splendid cover. They have done so well that some of the farmers are complaining of them, and would like the act amended so as to allow the hens to be shot. I estimate that about two thousand pheasants have been shot this season, and there still appear to be plenty left. Pheasants during cold weather with deep snow require to be fed; they



VIEW SHOWING PART OF DUNCANS.

celebrated in the history of the Northwest Pacific Indians.

These Cowichan "redmen," the original settlers of the district, were at one time the most warlike tribe on the Island. They fought with an abandon and disregard of personal danger that savored much of fanaticism. And they had lots of fighting to do. On one side they had the powerful tribe of Saanich to contend with, and farther up the Island on the other, the dusky chieftain and spear-men of Cape Mudge and vicinity. Around Cowichan and Maple Bay a few miles easterly from Duncans many a desperate struggle took place, no less fierce than that between the white men and the Indians.

Agriculture was taken up steadily by the settlers and modern implements began to make their appearance. The first wagon was imported by the Drinkwater brothers, and it was followed by the first buggy in 1874 or 1875, the proud possessor being Rev. D. Holmes. The first mowing machines were brought in by Mr. Richardson, of Chemainus, and T. Williams, of Cowichan flats. These and other apparatus went on a sort of circuit during harvesting, moving from farm to farm and cutting for the setters.

Of churches the leader of the vanguard was the Roman Catholic church, which was under the charge of Father Rondou. There stands to-day at Comikane, not far from the bay, a lonely looking monument of the energetic old father's industry. This is a stone edifice, which was erected upon an eminence, commanding a beautiful view of the valley. The rock was secured in the hills, and after much labor the building was completed. But it came in for very little use. The nuns of the convent complained that the distance to the church was too far for them to walk, and the structure fell into a state of harmless disrepair.

And then, after a time, the white man came, not in the panoply of war, but with the implements of peace in his hands. He came to settle and colonize, to render productive that which was dormant, to convert smiling land. The Hudson's Bay Company took this district under its paternal arm in common with the rest of the Island, and afforded the settlers of other parts of the province a superficial glimpse of its possibilities. One of the company's employees was among the first to anchor himself within its boundaries. He was John Laramphus, who at the time of writing still abides there. Father Rondou, a Roman Catholic priest, whose estimable qualities gave him a tight-ripen upon the affections of the Indians, and several others whose names are familiar to present settlers, can also be regarded as the pioneers among pioneers of Cowichan district.

In the month of August, 1852, the locality was visited by an interesting contingent from Victoria. They came to Cowichan bay, one hundred and twenty strong, in the British corvette Heceta, and their purpose was supposed to be "to spy out the land." Most of them were young fellows attracted to the great West by the gold discoveries and in whom the spirit of adventure and enterprise was highly effervescent. The government gave them an opportunity to settle in the Cowichan valley and received so many applications that the Heceta was commissioned to convey them to the scene of their future labors.

Unpleasantness. But as a relic of pioneer days, the Heceta stands out in bold relief. Episcopal and Methodist churches were built at Somenos and Maple Bay somewhere about the year 1864. They were of logs and have since been replaced by neat little structures on improved sites. The first ministers of these denominations did not live in the districts but made the journey from Victoria in canoes. The first marriage was celebrated at Maple Bay in 1864, the happy bridegroom being Mr. Chisholm, one of the earliest pioneers. Nowadays in the district the first of anything enjoys quite

from the northwest limit to the river. It comprises the most fertile sections of the district, taking in the very choicest part of the Cowichan valley. The incorporators certainly knew what they were about when they advocated those limits, for in the municipality of North Cowichan is the cream of the district and perhaps of Vancouver Island. In the municipality 35,700 acres are actually taken up as farm land. In the whole valley this area is half as large again. The first reeve was Thos. Skinner, and the present incumbent of the office is S. H. Davis, of Somenos. There are four councillors, each representing a ward,

and the following figures will give an idea of the agricultural product of the Cowichan district for the past year:

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There is no government land for pre-emption in any easily accessible part of the district, and most of the railway land available for agricultural purposes has been disposed of. Such railway land as remains unsold in outlying parts may be

can't stand the deep snow. During weather of this kind, I always scatter grain about my place for their benefit, and during the winter there are always birds right up to the house. I suggest that others do likewise.

Birds Grouse are the natural game of the country, and are to be shot in numbers in different parts of the district. Some people claim there are not as many as there used to be, which is correct as far as the more populated parts of the district are concerned, but there appear to be as many as ever in South Cowichan and south of Shawnigan, and on many of the hills. Personally, I have shot more blue grouse this year than any of the seventeen years I have been in the province. Some men shot 25 to 30 birds on the 1st of September. About the second week in September they all go back to the higher mountains, and unless you go up there, nothing more is seen of them until spring—when they come down to breed.

Mountain Quail.—In my opinion the handsomest native bird of the province. Pretty shooting, and delicious eating. I know of quite a number of coys this year. They appear to stick to the same locality and nest in the same place year after year. They can stand the winter all right.

California Quail.—There are a few of these birds, but not many. I know of about six coys this year. I cannot account for the reason they do so well near Victoria and in Saanich, where some seasons they are in hundreds and never seem to increase in this district. You see about the same sized coys in the same place a year later, but they never seem to increase. How is it? I put it down to the snow lying deeper in this district. These birds cannot stand deep snow; it kills them right off.

Snipe.—This bird, I imagine, must be a favorite of cartridge manufacturers, because if you get amongst a few of them, as a rule a good deal of powder is burnt—which, of course, helps trade. These birds come in sometimes in fair numbers, and occasionally a good kill is made. They are in to-day and gone to-morrow. There is no certainty of finding snipe. You run across them sometimes in most unlikely places—once flushed one on top of a hill out of a bracken in a dry place.

Wild Duck.—Ducks are fairly plentiful, and as a rule you can depend on getting one or two at any time you go out. Sometimes the flight shooting is very good on some of the lakes and at the mouths of some of the rivers. The best bag of ducks I know of last year was one of 58 between two men. They had to stop from want of cartridges. Speaking generally on the shooting of the district, I think it can be called distinctly good, and any man that can hold straight, can make a large mixed bag during the season, and one not to be

ashamed of. There are some men in the district that can account for four or five hundred head in the season, and if all the smaller bags were added to this, I think the grand total of game shot in Cowichan district would astonish everyone.

A Rare Beauty Spot is Cowichan. The Cowichan valley is a rare beauty spot. Its opportunities for the artist are as numerous as those just outlined for the sportsman. Its charm in this respect is enhanced by the easy accessibility of its delightful, picturesque localities. Roads run in all directions, tributary arteries to the main highway that passes through to Nanaimo. And it is no exaggeration to describe those roads as the finest in British Columbia; as a matter of fact, it is doubtful if they can be surpassed on the coast. Broad and uniform, well graded and carefully look-

throws itself into the bay, will be seen some of the finest farms on the Islands. This locality is largely settled, the exceptionally favorable conditions, exploited by skillful agriculturists, producing quite a number of very successful farm enterprises.

There are little settlements on all sides bearing the names of the particular reservation in the vicinity. For instance, in the region of the flats the settlement of Comikian, the aborigines in their own special territory, and the whites in their rendering the soil productive according to their lights. While many of the Indians are industrious and desirous of improving the splendid tracts which the federal government requires shall be vested in them, there are acres and acres of derelict land, which in the hands of experienced farmers would swell the agricultural product of the district to a formidable extent. But, as one of the settlers generously put it, "The Indians were there first, and the land is rightfully theirs." Moreover, the people of Cowichan are too liberally seized of the spirit of fair-play to dispute that position.

From the lofty Tzouhalem mountain or any prominence in this locality a magnificent view is commanded. Away at the north are the mountains of Sicker and Prevost, which guard the canyon of the Chemainus valley. Perpetual peace and stillness seem to be the heritage of those mountainous regions. A view from afar, and yet on the farther slope of Mount Sicker is one of the liveliest mining camps in British Columbia, the scene of the Tree, Lenora, Richard III., Westholme, Key City and Copper Canon properties.

Swinging around one behold in the other direction the Koksilah mountains, forming a beautiful background for the valley which lies between. To the west is Cowichan lake, and around it a veritable empire of magnificient timber, the timber that must inevitably pass through that valley on its way to a shipping point. And on the east are the waters of the Gulf of Georgia and their inclemencies washing the shores of scores of islands and islets. But it is the panorama between these boundaries that fascinates the beholder. He can see the beautiful stretch of farming country dotted by numerous farmhouses of various kinds, the several lakes which serve to rob the scene of monotony, the spacious habitat of the Indians, and the picturesque Cowichan lazily winding its way to the coast from its six hundred foot elevation at the lake. There are quite a number of enthusiastic camera operators at Duncan. If they wished they could snap a view from any one of the vantage points on the outskirts of the valley which would prove a capital feature in the advertisement literature of the district. Opposite Cowichan bay is Salt Spring Island, a locality that

shares with Cowichan a generous measure of Nature's dowry in climate and natural resources.

Rising Town of Duncans.

The most important point in the Cowichan district, not in the municipality of North Cowichan only, but the entire val-

ley between Victoria and Ladysmith, is Duncan. It is the heart of the country—the commercial centre, the foundation of what promises to be one of the most charming and progressive of British Columbia's sisterhood of cities. Duncan has not yet arisen to the status of an incorporated town. But it will be before very long; it is inevitable as is the great future of the Island. Few places can boast of so favorable a situation. It is right on the E. & N. line, a trifle more than half way between Victoria and Nanaimo. And in that railroad there, the timber that must inevitably pass through that valley on its way to a shipping point. And on the east are the waters of the Gulf of Georgia and their inclemencies washing the shores of scores of islands and islets. But it is the panorama between these boundaries that fascinates the beholder. He can see the beautiful stretch of farming country dotted by numerous farmhouses of various kinds, the several lakes which serve to rob the scene of monotony, the spacious habitat of the Indians, and the picturesque Cowichan lazily winding its way to the coast from its six hundred foot elevation at the lake. There are quite a number of enthusiastic camera operators at Duncan. If they wished they could snap a view from any one of the vantage points on the outskirts of the valley which would prove a capital feature in the advertisement literature of the district. Opposite Cowichan bay is Salt Spring Island, a locality that

infancy because of imperfections of climate and soil. To all of these can Duncan cater, and all it can satisfy. It is a town of pretty homes and beautiful gardens. It is well laid out and has plenty of room. Its stores are well stocked and do a thriving trade with the farmers and miners. One establishment last year was able to show a list of transactions aggregating about seventy-five thousand dollars, and had book debts are as few as hens' teeth. There are three hotels within a stone's throw of the station on either side, and at certain seasons they are well filled. One can see a great deal of life in a hotel at Duncan. On the verandas there is a group of tourists, perhaps, outlining some visit to the outlying resorts; a few feet away, sportsmen are invoking the spirit of Annanias as they reconnoiter some impossiblefeat-of-the-forest, lake or stream. Miners may be strolling about, talking about "leads," "appraisals," and new "strikes," lauding or outspokenly criticizing the management of some mine or other; and nearby, farmers may be gathered discussing pretty nearly every subject, from the war in the Far East to the production of pork.

Duncan is the seat of municipal government. There, monthly, sits the council of this oldest rural municipality in the province. The destinies of the district have evidently been in safe hands, because it hasn't a dollar of debt. Interest and sinking fund need not distract the slumber of the Cowichan councilors. It has also a court house and post office, being the delivery station for Mount Sicker. Furthermore, it is the headquarters of the Tree Copper Company, presided over by C. M. Livingstone, the manager, while the head office of the Vancouver Island Mining Development Company is in the same building. Among the other mining enterprises represented is the Richard III. Company, which controls a property on Mount Sicker, adjoining the town.

The Cowichan creamery, to which reference is made in the foregoing part of the article, is also in operation at Duncan, while on the other side of the town is the hall of the Cowichan Agricultural Association, excellently situated on spacious grounds. This is the scene of the annual fall fairs, at which the different agricultural and industrial elements of the district are always strikingly represented.

Duncan has a public school and two teachers, while the various denominations are represented in the churches. There are quite a number of fraternal organizations in the town, namely, Temple Lodge, No. 23, A. F. & A. M.; Maple Lodge, No. 15, K. of P.; Cowichan Lodge, No. 39, I. O. G. T.; Salmon Lodge, No. 9, I. O. G. T.; and Duncan Lodge, No. 17, I. O. O. F.

The town has ten or twelve streets, and more will follow before long, when

the boundaries are extended, an adjoining tract of land having already been surveyed for the purpose. Land values are high, a good sign in a growing place.

In this connection the council has adopted the wise plan of keeping the values at a good figure, and imposing small taxes instead of the alternative of lowering the values and increasing the taxes. The imposts are nothing if not light. Land is taxed at three-eighths of one per cent, and improvements at three-eighths of one per cent, on half their value. This, of course, is the prevailing rate throughout the municipality.

There is an excellent lending library at this point, one of the best in the province, and it is largely patronized. A newspaper, the Cowichan Leader, a reprint to the journalistic field, is published by Harry Smith, the discoverer of ore on Mt. Sicker. This paper is the successor of the Weekly Enterprise, formerly produced by Mr. Smith. It has a

Chamainus of Lumber Fame.

Next to Duncan, the most important point in the North Cowichan municipality is Chamainus, 12 miles from Duncan, the scene of the big mill of the B. C. Lumbering & Manufacturing Company, and a shipping point of considerable magnitude. The country about Chamainus is noted principally for its superb timber, but there are a number of productive farming sections in the vicinity. At Westholme, on the E. & N. railway, are several excellent farms, the land being very fertile, and a small sawmill is also running there. Church, a school and a splendidly conducted general hospital are among the institutions of Chamainus. Crofton, on Osborne bay, where the Northwestern Smelting & Refining Company's smelter is established, also enjoys many advantages as a townsite.

Climate Unsurpassed.

The climate of the district is unsurpassed, there being an utter absence of winds, and extremes of heat and cold. Malaria, bad water, mosquitoes, venomous reptiles and insects are unknown. There is no reason, then, why residents of the Cowichan district should not be proud of their country and full of confidence in its future.

Appended are a few additional interesting facts about North Cowichan municipality:

Few Additional Facts.

It is the oldest rural-municipality in the province, having been incorporated in 1873.

Its wardens and reeves have been: Thomas Skinner, Ashdown H. Green, John Morley, Wm. Henry Lomas, William Drinkwater, wardens; H. O. Wellburn, J. N. Evans, S. H. Davie, T. A. Wood, and S. H. Davie, reeves; the latter gentleman being the present chief magistrate.

The municipality is provided with schools at the following points: Duncan, Qualicum, Maple Bay, Seaton, Sahtlam, Chamainus, Riverside, and Crofton.

The area under cultivation in the municipality is 33,700 acres, and the assessed property valuation is \$1,500,000.

The government agent and stipendiary magistrate for the Cowichan district is James S. Maitland-Dougal.

In Duncan, the chief town, are the following churches: Methodist, Roman Catholic, Episcopalian, holding service in Masonic hall, and Presbyterian, holding services in Methodist churches. The Episcopalian are about to erect a \$3,000.

Lodge at Duncan, and the Presbyterians will have a place of worship of their own before long.

The revenue of the municipality for the year 1894 was \$6,302.20, with which payment of taxes in arrears will give a substantial surplus.



FISHING ON COWICHAN RIVER.



FALLS NEAR DUNCANS.

ed after, they are the delight of the cyclist, horseman or pedestrian. The tourist has scarcely penetrated to this district as yet, but when he does he and his brethren of the puffing car will realize that they have been missing a good thing.

Altogether there are eighty miles of first class roads in the municipality of North Cowichan. One can take any of them and be sure to pass some spot which holds a conspicuous charm. He might start out on the Koksilah way and skirting around to the trunk road behold a variety of interesting scenes. He will see that magnificent stretch of land, about three thousand acres, lying between the Koksilah and Cowichan rivers, which is the heritage of the Cowichan Indians. On these are the various rancheries and little farms which many of the Indians are cultivating. Down by the Cowichan flats, where the river

## Victoria Lumber & Manufacturing Company, Limited.



T Chamainus, a point on the Esquimalt & Nanaimo railroad, about fifty miles from Victoria, there is conducted one of the largest establishments of its kind in British Columbia. This is the lumber mill of the Victoria Lumber & Manufacturing Company, Limited, a concern that ships many million feet of lumber yearly

of the Victoria Lumber & Manufacturing Company can be seen the most approved methods and plant. The old-fashioned style of logging with horses, and farther back with oxen, has been superseded by steam power.

The system of extension into the forests is simple. A timber cruiser first "spies out the land," locating the most suitable zones. He is followed by an engineer who designates the best route

down to the main line, to facilitate which landings are built at intervals along the spurs. The tops of these landings are on a level with the bunks of the logging trucks.

While the rails for the spurs are being laid, the fellers swoop upon the timber, making wide swathes in the forest. They are followed by the buckers, who cut the fallen trees into the required lengths, after which the swimmers get everything ready for hauling. The logs are then hauled to the landing by means of a donkey engine, and are loaded on the trucks. In this way the timber for a radius of five hundred or six hundred feet is cleared. Sometimes the scene of felling is too far from the landing to enable the donkey engine at this point to handle it, and skid rods are built several thousand feet into the timber. Qua this the logs are hauled to the landing.

The milling plant at Chamainus is one of the most up-to-date on the coast. The mill is 544 feet long, 92 feet wide and is laid out in the most modern fashion.

Power is furnished by seven tubular boilers, and in the engine room are four large engines and a dynamo. In connection with the mill proper there are operated a shingle mill, a lath mill, planer mill and large dry kilns. Timbers a hundred and forty feet long can be cut, and long heavy material can be handled. A spur runs from the E. & N. railway to the mill, and the company is now shipping extensively to the Northwest and Manitoba. Its lumber is gaining a wide popularity in these markets, as it has in the foreign markets, to which it has heretofore been restricted. The present officers of the company are: President, J. A. Humboldt; vice-president, R. P. Rithet; treasurer, F. J. Humboldt; secretary, W. H. Phipps; manager, E. J. Palmer.

When this company first took hold of the property there was but a small mill which it operated long enough to cut out the material for the extensive concern which replaced it. The new mill was run for about a year and a half after its construction, but owing to a depression in the lumber trade at that time it was closed down. In 1890 the company added a number of improvements to the plants, installing new boilers and new machinery generally.

After the lumber comes down from the mill, that which is intended for the different vessels then loading is placed opposite their berths on the dock. Steam power plays an important part in the loading. As already stated, an excellent market for the lumber is being cultivated in Manitoba and the Northwest, a market that promises to keep pace with the marked development of that country. Then, of course, the foreign market includes all parts of the world, particularly Australia, South America, South Africa and Europe. The company expends from \$250,000 to \$300,000 a year in wages.

BIG MILL AT CHEMAINUS.

for a continuation of the main line of railroad. This is constructed several miles into the timber, and from it spurs are built in all directions, making all localities within convenient reach tributary. When the grades of these spurs permit, the logs are handled on cars

ready for hauling. The logs are then hauled to the landing by means of a donkey engine, and are loaded on the trucks. In this way the timber for a radius of five hundred or six hundred feet is cleared. Sometimes the scene of felling is too far from the landing to

enable the donkey engine at this point to handle it, and skid rods are built several thousand feet into the timber. Qua this the logs are hauled to the landing.

A large body of timber lies adjacent to Chamainus, and into this block a standard gauge railroad runs from the head of Horseshoe Bay. Another standard gauge line runs from Oyster Bay to the timber back of Ladysmith, crossing the E. & N. railway under trestle 107. The company owns 116,000 acres of timber land, and operates eighteen miles of railroad. Its equipment consists of one eighty-ton Mogul engine, a forty-ton geared locomotive and a thirty-ton geared locomotive. The company does its own logging, employing in the woods between 100 and 200 men. Logging at the present time is a science, and in the camps



LOGGING TRAIN IN THE WOODS.



VIEW OF POPLAR CREEK TOWNSITE.

Don't go to the  
North Pole  
For a Fortune

**POPLAR CREEK, B.C.**

The Centre of the Lardo Gold Belt

Stay With the Kootenays for a Fortune  
And Get It.

The town has Railway Depot, Telegraph Office, Mining Record Office and Dominion Express Office right on the front street in the middle of the town. The People Own the Public Building for Church and School Purposes, and a Seventeen-acre Park for Recreation.

Handsome Streets - 70 Feet Wide

The Mines are in sight of the Post Office and Depot

Pack Trains and Saddle Horses. Grocery, Clothing and Hardware Stores

All lots will double in value during the coming year. They are cheap now

MINERAL CLAIMS FOR SALE

For Particulars, Apply—

**POPLAR SYNDICATE, POPLAR CREEK, B.C.**

Or better still, come and see us, and we will show you lots which will make money for you

Fortunes at Poplar Creek  
If You Seek Them

**Food Fish of Many Kinds and Methods of Taking Them**



WHILE British Columbia is known as "The Mineral Province," it should be borne in mind that the wealth beneath its soil which gave rise to the appellation is but one conspicuous feature of its resources. Were the province dependent alone upon its mineral output for the proud position that is claimed for it, the most enthusiastic British Columbian would have less justification for an assertion that it occupies a class by itself. On this wonderful globe there are many lands that are naturally nothing less than huge storehouses of riches, and as each in its turn is opened to the eyes of the world by the prospector's pick and shovel, it becomes for the time being the exclusive object of ingenious man's attention.

But it is the variety and multitude of its resources that have made this province really great. Besides minerals, it has fishery, agricultural, timber and horticultural potentialities just beginning to feel the quickening influence of development. The purpose of this article is to set forth the extent of the fisheries as a provincial asset, to show that in the waters that wash the shores of the province there rooms the germ of a great commercial future.

The coast of British Columbia is very extensive and much indented. It extends from the 49th parallel to Alaska, and along a great part of it are islands of all sizes, from Vancouver and Queen Charlotte to the tiniest atoll. Stretching inland on both Mainland and province are numerous long irregular inlets and many of these promise to be the centre of important industries, born of the myriads of food fish that have their habitat in the waters on all sides. Years ago the Indians discovered that so long as they abide by the sea they could laugh at the demands of hunger during the winter months, and fishing became the sole means of livelihood of those aborigines who lived on the coast.

**Sockeye King of Food Fishes.**

The chief food fish of this province, and the king of all food fishes, is the salmon. It is this majestic potente of the submarine realm that produces the greatest activity in the fishing industry. This is the esculent prize that the palate craves for, the market yearns for, and that fills the strong box of its exploiters with dollars. Scientific research has disclosed that there are five known species of Pacific salmon in these waters, a fish that is burdened by the formidable designation genus *oncorhynchus*. They are distinct from the Atlantic salmon which rejoices in the briefer and more polite sounding name of genus *salmo*. Indeed, according to the local commissioner of fisheries the word salmon does not by right belong to any fish found upon the Pacific, being the proprietary possession of the genus that abounds in the Atlantic. However, be that as it

but none is sufficiently satisfactory to be generally accepted. This periodicity in the run of sockeye which is so pronounced in the Fraser has no marked counterpart in any other river in the province or on the coast.

The spawning period of the sockeye extends from August, in the headwaters, to as late as October and November in the waters nearest the sea. They usually spawn in lake-fed or in lake-feeding streams, the first of their run seeking the extreme head waters. Very little is known of the life of the young on the length of time they live in fresh waters before seeking salt water. Nothing is known of their feeding grounds in salt water, as they are never found in the bays and inlets which distinguish our coast, and where the spring eels are so common. It is thought that their feeding ground must be in the open sea.

There is a smaller specimen of the sockeye found in many of the interior waters that appears to be a permanently small form. This form of the sockeye is often mistaken by observers as a trout. It has no commercial value, and does not "take a fly" or any other device commonly used by anglers for taking trout. The Indians of Seton and Anderson lakes cure great numbers of these small salmon by smoking them. They give them the name of "Onesh."

**The Era of Traps.**

For years the British Columbia cannery and fishermen were at a disadvantage in competition with their energetic rivals of Puget Sound, because of the restrictions upon their methods of taking the fish. The Canadians were confined to what is known as the gill net, while the Americans were encumbered with absolutely no restriction; and consequently freely resorted to traps, purse, dragnet, and other contrivances. By these they succeeded in intercepting the fish which entered the Straits, on their way to the spawning grounds, and the canneries were making a big thing at the expense of the fishing interests across the line. But the Dominion government very long ago lifted the restrictions which bore heavily upon the industry in this province, and allowed the use of traps, a concession that was immediately acted upon.

Second in importance to the fascinating sockeye comes the spring or quinnat salmon, as the King of Tyee salmon, in British Columbia as the Chinook, the King or Quinnat, and in California as the Sacramento or Quinnat salmon. In Northwest Pacific waters it attains an average weight of from 18 to 30 pounds, but specimens weighing from 60 to 100 pounds have been reported. The back of the lateral sides the color is silvery. At spawning it becomes almost black with very little or no red. These salmon are the most powerful swimmers that abound in British Columbia waters, usually going to the extreme head of the watershed which they enter. They seem to prefer the most rapid-moving streams, avoiding lake-fed tributaries. The color of their flesh is deep red to a very light pink, at times almost white. Owing to the uncertainty of their color the spring salmon are less generally used for canning, and specimens are always examined by canners before accepting them from fishermen. They enter the Fraser river early in the spring, and the run continues more or less intermittently until July. There is no run of any proportions in the fall.

**And Then the Coho.**

The next in rank among the salmon aristocracy is the coho or silver or fall salmon, which is found in all the waters of the province, and which of late years has entered considerably into the canning industry. It weighs on an average

14 or 15 more are divided among the other favorable fishing localities on the Mainland and Vancouver Island. But of any one particular section the Fraser stands pre-eminent in provincial waters. This fine river is reached by the sockeye from the sea by way of the Strait of Juan de Fuca. They strike the southwest corner of Vancouver Island, and appear to come from the open sea to the northwest. An examination of some of the sockeye which have been captured in the Straits discloses the fact that their stomachs are contracted and devoid of food, which indicates that they have come a considerable distance from their feeding ground, which place is unknown. The run which comes in through the Straits appears to have no relation to the runs of the smaller species of fish which enter the small streams of the West Coast of Vancouver Island and the State of Washington, from May to October. Nor does there seem to be any migration of fish along the American shore of Juan de Fuca Strait, which would also seem to indicate that their ocean feeding ground lies to the north of the Strait.

**Fishing on the Fraser.**

The use of traps being restricted to the Strait of Juan de Fuca and south of Discovery Islands, the fish will continue to be taken in the Fraser by nets. During the fishing season a scene of remarkable activity is presented both in the canneries and on the river, and the same is beheld at the various fishing grounds along the coast. In 1901, which must be regarded as the banner year, over 19,000 persons were engaged in fishing boats and vessels alone. Licensed white fishermen, and Japanese, Indians and Chinese are included in the total of employees. The Indian women (or Klouchmen) and the Chinese are engaged on the inside; while the "swashes," as the male Indians are termed, and the Japanese fish in boats. Licenses, of which a certain number are issued and controlled by each cannery, to fish and pull boats are necessary. For some years the number of licenses issued was confined to a certain number; but as this proved to be practically a monopoly for those who were fortunate enough to obtain them, the limit was taken off, and the only restrictions now imposed are those of being a British subject and paying for a license.

**To Preserve the Industry.**

Of late years on both sides of the line there has been a marked decline in the salmon catch, due to the destructive methods employed principally by the fishermen on Puget Sound, which prevented the fish from reaching the spawning grounds and perpetuating their species. The Dominion and Provincial governments have established hatcheries at suitable points, but the scarcity of eggs has been most pronounced, and has brought home to the authorities a realization of the fact that some radical measures will have to be adopted to preserve the industry. Prominent canneries, on the Canadian and American sides urged upon the Dominion government and Washington state legislatures, respectively, the adoption of a closed season for the years 1906 and 1908, and a weekly closed period of 36 hours during the open season. This was ordered by the Canadian authorities, but the Wash-

ington House threw the measure out, and the Dominion regulation will therefore be withdrawn. Many believe that the adoption of a 36-hour weekly closed period will answer the purpose, and this course will likely be pursued. But it is recognized on all hands that something will have to be done. The following statistics will give an idea of the importance of the salmon fishing industry and the imperative necessity for its preservation:

**THE TOTAL PACK.**

	Sockeyes.	Spring.	Humpbacks.	Cohoes.	Total.	Grand Total.
Total Fraser River pack	72,688	9,482	1,066	45,067	128,903	
Total Northern pack	299,538	25,939	35,030	23,484	326,951	
Grand total for 1904	332,226	35,421	36,096	71,151	455,544	

**PACKED BY DISTRICTS PREVIOUS YEARS.**

	1903.	1902.	1901.	1900.	1899.	1897.	1896.	1895.
Fraser River	237,125	327,005	900,232	316,522	510,383	256,101	800,450	356,984
Skeena River	98,069	184,970	126,002	128,829	108,029	81,294	65,393	100,140
Nas River	12,100	23,218	14,790	18,238	10,443	18,053	20,847	14,640
Lowe Inlet	10,180	7,383	6,451	10,834	10,142	10,312	10,696	10,395
China Hat	.....	5,908	5,900	4,138	.....	.....	.....	8,681
Rivers Inlet	69,300	70,288	66,840	75,415	71,079	104,711	40,207	107,468
Bella Coola	9,733	4,867	4,158	4,849	.....	.....	.....	.....
Nama and Kimsquit	11,967	4,906	11,460	10,106	7,290	.....	4,357	3,987
Alex Bay	3,541	10,908	4,620	9,182	3,470	8,500	8,602	2,840
West Coast	8,818	5,604	5,984	7,602	2,094	4,350	4,434	5,107
Dean Channel	.....	7,807	.....	.....	.....	.....	.....	3,329
Wash.	6,140	5,200	.....	.....	.....	.....	.....	.....
Smith's Inlet	5,904	.....	.....	.....	.....	.....	.....	.....
Observatory Inlet	.....	.....	.....	.....	.....	.....	.....	.....
Total	473,974	625,982	1,296,156	568,413	782,487	484,161	1,015,477	601,570
								566,303

**SALMON FISHING AT MOUTH OF FRASER.**

from three to eight pounds, and runs in August and September in the rivers on the northwest coast, and in September and October, in the Fraser. Like the sockeye these fish travel in compact schools. The dog salmon does not belong to the "salmon four hundred," not being regarded as palatable enough to can for commercial venture. But it is not despised nevertheless, as the Japanese capture, salt and export them to the Orient by thousands. In the dog salmon there is a commercial opportunity that should not be ignored. The humpback, the smallest of the species, like the dog salmon, has not yet been able to join the elite, although a considerable use for it has sprung up during the past few years. The development of the markets for cheap fishery products will probably cause a demand for them in common with the other specimens of the salmon family.

**Salmon Canning a Big Industry.**

Salmon canning in British Columbia is a most extensive industry, and represents an enormous outlay of capital. It extends along the coast of the Mainland from the mighty Fraser to Northern British Columbia rivers and inlets, as well as along the coast of Vancouver Island. On the Fraser there are more than a score of canning establishments; there are in the neighborhood of a dozen on the Skeena farther up the coast, four on Rivers Inlet, several on the Nass, while

the intention of Messrs. Todd and Munroe to enlarge the cannery for next year's operations. The British Columbia Packers' Association of Vancouver, B. C., will have four traps between the Jordan river and Race Rocks to supply their canneries on Fraser River-Bell-Irving & Company, with headquarters at Vancouver, and canneries both on the Fraser river and Puget Sound will have three traps between the Jordan river and Otter Point. B. J. Short, of Vancouver, also has a valuable location of Clover Point, Beacon Hill, Victoria, and Chas. Windsor, of New Westminster, and other individuals have traps at various points between Otter Bay and the Jordan river.

**Canneries at Esquimalt.**

The first people to take advantage of Esquimalt as a cannery location were J. H. Todd & Sons and William Munroe. They built the Empire cannery. This is the largest cannery on the Island, the main building being 80 by 225 feet, and the L warehouse, 175 feet by 50 feet. The cannery will probably operate two lines, and is fitted with the most modern machinery throughout. The traps along the Southwest Coast of the Island will also be used to supply Messrs. Todd's two canneries on the Fraser river. Capt. Charles C. Matthews, of Anacortes, Wash., will have charge of the company's traps.

During the past year another company, the Capital City Canning &

ington House threw the measure out, and the Dominion regulation will therefore be withdrawn. Many believe that the adoption of a 36-hour weekly closed period will answer the purpose, and this course will likely be pursued. But it is recognized on all hands that something will have to be done. The following statistics will give an idea of the importance of the salmon fishing industry and the imperative necessity for its preservation:

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# The City of Victoria--Past and Present.

**F**EW cities on the continent have been the subject of so many descriptive articles in newspapers and magazines as Victoria. Writers of celebrity have expatiated on its charms from various view-points, and it is almost impossible to present much that is new within the limits of this article, despite the bewildering variety of features that one can contemplate. It is questionable if any place in the Canadian sisterhood of cities has won such a multitude of eloquent tributes, and assuredly none have received so large a number of ornate and euphonious appellations. Most towns of prominence have their pet names, and occasionally exaggeration has been employed in the christening. One may be known as the Windy City, another the Bay City, while a Terminal City, a Queen City, and a City of Destiny are more or less frequently encountered. But each appellation with which Victoria has been honored is distinctively suggestive of some striking charm, and in itself is a tersely accurate description. It is known all over America as The Evergreen City, The Garden City, The Gateway City, Picturesque Victoria and The City of Homes, and this catalogue will be increased as a larger measure of attention and admiration become centred upon it.

The history of the city has oft been told and retold. It did not spring up in a day, as is said of many a bustling, bustling community whose progress

bore to the world-famed diggings of the Golden State. The swollen stream of argonauts bound to seek their fortunes in the treasure troves across the Gulf, and the return of the successful ones with their "pokes" of yellow stuff, the love of which the Good Book describes as the root of all evil, gave Victoria enviable prestige, and it became second in importance on the coast to the big city inside the Golden Gate.

But, when the gold excitement died away, the glamour began to wane, and although the city's growth continued safely and steadily, it became overshadowed by those young strapping communities near at hand, which rose like the proverbial mushroom. Within the past few years a change has come over the scene, and it is here that the actual discovery of Victoria is made. Like Cincinnati, it has emerged from the realm of comparative, complacent obscurity, and now challenges the attention of all quarters. The great transportation companies have turned their searchlights upon it, the travelling public include it in their itineraries, hotels far and wide advertise its attractions, and seekers for an ideal home-spot rarely visit it without anchoring themselves within its boundaries.

Victoria has long been content to be the financial, legislative, legal and social centre of the province, and from that situation has derived a considerable pride. It has also been proud of its past, and of that conservatism which to-day is one of its premier charms. But it is a city "with a past" it is also a

steamship connection with the Sound and Mainland. But in those early days the Orient was a terra incognita, for Cathay, about which people could close their eyes and dream. Now there are huge liners ploughing the vast expanse which separates the Far East from the Far West, ships of such size that their holds could easily accommodate an entire fleet of the olden days. There are the superb C. P. R. Empress Liners, the big carriers of the Nippon Yusen Kai-sha line, the gigantic China Mutual and Boston Towlboat steamers, and the latest contribution to Pacific marine architecture, the colossal vessels built by that energetic old gentleman, J. H. Hill, and the largest freighters in the world. All these ply to and from the



VIEW OF VICTORIA IN PIONEER DAYS.

steamship connection with some of the largest establishments on the coast. The B. C. Marine railway at Esquimalt, the Victoria Machinery Depot and the Marine Iron Works, in the hands of capable energetic men have proved formidable rivals of the San Francisco and Seattle firms making a specialty of ship doctoring, several choice contracts having been captured within the past year. In other lines there are industrial enterprises of equal importance, not the least of which is the Victoria Chemical Works, importing annually thousands of tons of nitrates from South America, and sulphur and other raw products from the Philippines and other parts of the world. Clothing factories, coffee and spice mills, machinery manufacturers, and a cereal

a rich point for mineral refineries. With its advantages as a shipping port and its proximity to great bodies of ore, it cannot fail to engage the attention of the mining promoters. And all this promised activity which must be a realized fact within the next few years, will redound to the commercial welfare of Victoria.

But it is as a city of beautiful homes—homes built because it is a city of unparalleled residential charm—that Victoria stands in the vanguard of communities. And in this respect it is only on recent times that the tourist has discovered that right there on the Strait of Juan de Fuca is a Venice, not fashioned by man, but by the supernal ingenuity of Nature. Variously endowed in climate, in location, in adaptability to the agencies of human kind, it is a foundation for a civic structure that must be the delight of all who behold it. And every year sees a wider appreciation of that fact; every year sees an influx of home-seekers, people who have fought their fight with the world and have won, people who crave success and toil and worry incidental to capricious commerce and state, and there is none who departs disappointed. Last year about seven hundred thousand dollars were expended in building operations, and most of this sum was in residences. The houses erected are superior in architecture, and it is these, with their beautiful gardens, that so deeply impress visitors. It is the same in winter as in the summer. Roses and other flowers bloom in December, while winter plants, such as holly, replace the foliage that has not the perennial fibre. During the whole of last year the lowest thermometer registered was 22.5, and the highest was 82.3. The total rain precipitation was 25.53 inches, while there was only 0.47 inches of snow.

The pride of the residents in their sturdy homes is only equalled by the pride of the city fathers in their city. They, too, overlook nothing that can beautify the charge entrusted to their care, a fact attested by the miles of permanent cement pavements and well-kept roads. The latter are paved with blocks made of Douglas fir, with which British Columbia's forests abound. Last year seven miles of permanent sidewalks were constructed, the work being carried out under the local improvement plan by which the property owners affected contribute two-thirds of the cost and the city the remaining portion. A watchful eye is kept on the park and other beauty spots, for which this city is noted. It is these resorts which win the admiration of all lovers of the beautiful. Some are the handiwork of Nature, and others the product of man's ingenuity. Beacon Hill park, within a mile of the city's heart, commanding a superb view of the Straits of Juan de Fuca, and the serrated rampart on the Washington side, the Olympic mountains, is too well known to require any description in this article. Then there are Oak Bay, Foul Bay, Cordova Bay, Macaulay Point and other charming spots, all easily accessible, keeping the tourist continuously adjusting his camera. Farther away, but conveniently reached by train, are the famed fishing and hunting resorts, which attract sportsmen from all parts of the world.

The administration of the school affairs of the city is in the hands of a board comprising seven trustees, three of whom are elected every year. Victoria's educational system is one of which the city may well be proud, its standard being surpassed by no place on the coast. Besides a High school, or collegiate institute, which is affiliated to McGill University of Montreal, it has graded schools in all parts of the city, and an



VIEW OF VICTORIA FROM PARLIAMENT BUILDINGS.

has been little short of miraculous. Years were consumed in the making of British Columbia's capital, years in which fortune was mercurial. Long since has it discarded the swaddling clothes of infancy and yet, paradoxical though it may sound, Victoria is but recent discover to the world—Victoria as a city of unrivaled situation, a city of incomparable beauty, and a city of pronounced commercial advantages. Its actual existence covers about six decades. In the beginning it was a little Hudson's Bay post, dignified by the Indian name Camosun. Eight years afterwards, in 1851, the trading headquarters became ambitious, and a city was laid out, but was not incorporated until 1862. A few years before incorporation, however, an event occurred which inspired in the community aspirations to commercial position and power. This was the discovery of gold on the Fraser and in Cariboo, and Victoria—the name bestowed upon the place in honor of the late Queen—became the distributing point, bearing the same relation to the new treasure fields that San Francisco

city with a future. It is par excellence the finest residential locality on the coast, and many say, on the continent. Its climate is mild and equable, its scenic charms are unsurpassed, and it has the happy knack of clinging to one's heart like the tendril that affectionately attaches itself to a lattice. Vincent Harper the well-known litterateur dropped in one day to see what the place was like. That was two years ago, and he is there yet, discovering, like others, that Victoria is a flower that long blushed unseen and wasted its fragrance upon the waves that hurl their tributes of foam against its shores.

There is nothing more infallible in the world of commerce than the attitude of a big railroad corporation. It is in truth a commercial barometer guided by men disciplined under the rule that they should never make mistakes. When it moves its ponderous machinery in a given direction, it scents business and seldom is that scent a false one. Within the past four or five years the Canadian Pacific Railway Company, one of the largest concerns on earth, began to move

of those argosies of commerce, which unlike Jason's golden fleece expedition carry their wealth in their holds, and not in prospect. It is the capital of a province, the wealth of which cannot be estimated. But outside of all these, there is a force which must grow more potent with the march of time. That force is the matchless resources of Vancouver Island, on which the city is so advantageously situated—a veritable empire in itself. Coal measures that have become famous throughout the world, vast deposits of iron, copper, silver, gold, limonite and other minerals, mercantile timber in large domains, and fisheries, but superficially developed, are the sinews of prosperity that Victoria has behind it, and with their development the city's stride must inevitably keep pace.

It was only a comparatively short time ago when Victoria's communication with the rest of the world was in the hands of two or three lines of steamships. Craft plying between the place and California in the days of the gold excitement, and for a long time there has been

Orient, and some of them around the world. Then there is an excellent service to Australia, while the Pacific Coast Steamship Company lines provide frequent communication with California. The coasting trade of the Northwest waters has expanded enormously, and there is no point that is not now within the most convenient reach of this city, including every Alaskan and northern British Columbia port of any magnitude. A subsidized service is about to be established to Mexico. It will be seen therefore, that seaward steamship communication radiates from Victoria to every point of the compass, and this should be a strong factor in its development.

The population of the city is between twenty-five and thirty thousand, but its area is much greater than one would imagine from that figure. It is possible to board a car at the ocean dock looking out upon the Straits of Juan de Fuca and ride for a distance of four miles in a fairly direct line. Suburbs are springing up rapidly, and the limits are being gradually extended so as to include them within the municipality. On the east is the Oak Bay suburb, on the north Mount Tolmie, and on the west Esquimalt. All these afford wide scope for the city's extension—an extension that will not involve the hewing of trees, the blasting of rocks or the surmounting of those other physical obstacles so frequently met with in less favored places. The assessed valuation of the city is about eighteen million dollars, and the rate of taxation is not unreasonable in comparison with neighboring municipalities. Victoria's standing in the financial world is the highest on the coast, a fact of which the officials are exceedingly proud. It is regarded as the wealthiest city of the province, being the home of many of those energetic and thrifty pioneers who are now enjoying the results of their hard work and enterprise. There are very few idle men to be seen loitering on the streets, and the whole air of the place is one of prosperity. It has a large number of pretentious wholesale houses, which do a big business with the Island, provincial and northern ports, while it has some of the finest retail establishments on the coast. It has five banks, outside of the savings department under the control of the Dominion government, and last year's clearings aggregated \$30,000,000.

While Victoria is known chiefly on account of its residential attractions its commercial characteristics are many. In the first place as a shipping point it is in the front rank. According to the Dominion trade and navigation report for the fiscal year 1904, the total number of foreign vessels that entered and cleared at this port was 2,317, representing a tonnage of 2,073,357. There was only one city in Canada with a greater total, and that city was Montreal.

Of industries there are a large number. The ship building and repairing concerns are among the city's chief advertising merits, for they have successfully com-

pleted that has branches throughout the whole province, combine to give Victoria no mean status in the commercial field.

For years Esquimalt, a suburb about three miles distant from the city proper, was a point of great importance, not to the town alone, but to the Empire. It was the base of His Majesty's North Pacific Squadron, its magnificent harbor offering ideal facilities for the purpose. Not only did the maintenance of this point as a naval headquarters contribute substantially to Victoria's prosperity, but it was a never-failing source of attraction to tourists. In the scheme of naval reorganization adopted by the Lords of the Admiralty it has been deemed advisable to abandon Esquimalt as a naval base. But this, although deeply regretted, is but a blessing in disguise, for Esquimalt promises to become a commercial centre of pre-eminence. Already salmon canneries are being erected, and it seems inevitable that transportation companies will avail themselves of the opening to dock and coal their liners there. The fish that will be canned at this point are taken in traps on the southwest coast of Vancouver Island, which in itself is bound to become an industry of substantial proportions. Then again, Esquimalt is

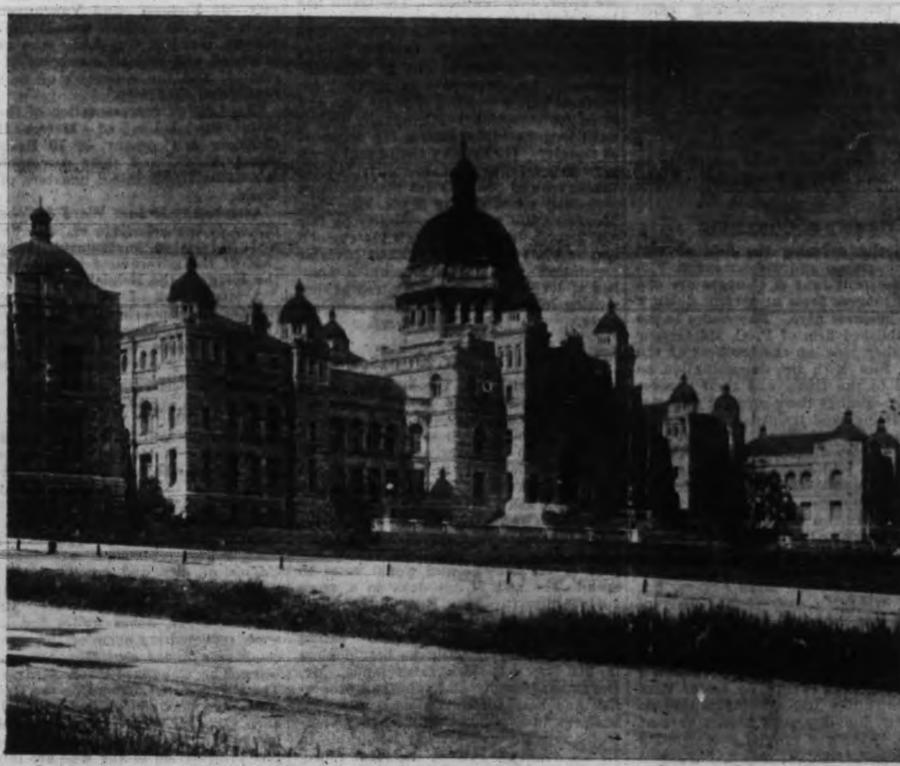
the two vital departments of health and education are regarded in the most important light by the civic authorities. The sanitary system has lately been wonderfully improved, with the result that the health statistics last year broke all records, showing an almost total exemption from infectious diseases of a serious nature. The most approved methods are employed, features of the system being the septic tanks which rob

agitation is on foot for the erection of two more. The curriculum includes courses in manual training. There are about seventy teachers, comprising the manual training instructors, and about two thousand seven hundred pupils.

The police department comprises twenty-four men, including a chief, three sergeants, three detectives and patrolmen. A glance at the criminal records for the past year, which show but very few serious crimes, will afford conclusive testimony to the efficiency of the force, and the wise administration of justice. The force is governed by commissioners, of whom the Mayor is an officio chairman. Of the other one is a alderman, and the other a private citizen appointed by the provincial government.

The fire department is housed in four halls situated in various parts of the city, and is as well equipped as it is possible to make it. At the time of writing provision is being made for the establishment of what is known as a permanent system, that is, a force consisting entirely of permanent men instead of a composite brigade of volunteers and permanent firemen as has existed up to this time.

The water supply, another vital necessity, is about to be improved at a cost of a million dollars, and when the contemplated plan is carried out Victoria will have a water system not only sufficient for present needs, but adequate to meet the requirements of the place for many generations.



VIEW OF PARLIAMENT BUILDINGS AT VICTORIA.



HANDSOME POST OFFICE AT VICTORIA.

**Sketches of Different Business Enterprises that have Won Recognition**

# In Victoria's Field of Commerce

Victoria has long been regarded as a very wealthy city. It is said to have more ready cash per capita than any other place in Canada. The people live in comfort and enjoy a certain amount of luxuries, cases of poverty being rarely encountered. This satisfactory condition can be attributed, perhaps, to the charms of the city for residence purposes. Years ago when it was the distributing point for the gold fields of the province it became known among the argonauts as the

ideal place in which to establish homes, and the successful ones acquired holdings and anchored themselves within its limits. Then came visitors--tourists who likewise were smitten by its attractions, and they in turn secured property, erected residences, and brought their families to their new home city.

The condition of a place can be pretty accurately gauged by its banking institutions. The managers of these establishments constantly have their fingers on the financial pulse of the community;

they know just what the standing of its citizens is, and enjoy a bird's-eye view of possibilities that is denied those in other walks of life. As a banking centre Victoria is noted for its solidity. The great bulk of its business men are in excellent standing, a condition that can be inferred from the fact that the rates imposed by the banks are as low as at any place in Canada. Business is not conducted with a boom and a splash--and often the crash--which characterize the commerce of many a more pretentious

community, but it continues to be uniformly steady and safe.

There are five banks in operation in Victoria. These are the Bank of British North America, which is the oldest, having been established in 1856, the days of the gold excitement; the Canadian Bank of Commerce, formerly the Bank of British Columbia, which sprang into existence in the city in 1863, the Bank of Montreal, which was established some years later, and the Imperial Bank of Canada and the Royal Bank of Canada,

which are comparatively newcomers. These are all branch establishments of standing.

The Canadian system of banking is an excellent one. Its ramifications take in all the settled parts of the Dominion, little places of two hundred and three hundred people having their establishments. Resultant from this, a man who lives in Victoria, Vancouver or a mining town in the Kootenay can borrow money as cheaply as he could if he resided in Montreal or New York. The banks in

small places are deposit branches, where money is gathered up and invested in the larger communities where there is a call for it.

In addition to these institutions which, of course, have their own savings departments in connection, there is the Dominion Savings Bank, operated under the direct supervision of the federal government. The financial condition of the mass of the people can be easily learned by the extent of their deposits, and it is gratifying to note that these are increas-

**Including Wholesale and Retail, Manufacturing and Many Other Concerns**

ing yearly. Then there are other financial institutions, such as the B. C. Permanent Loan and various building associations, which have found Victoria a good field for operations.

The total bank clearings for Victoria for the year ending March 31st were \$33,567,406, a gain of about two millions over the total last year.

The five chartered banks in Victoria represent a paid up capital of over \$33,000,000 and a reserve of more than \$22,000,000.

**ROBERT WARD & CO., LIMITED.**

The commercial and financial houses of British Columbia are amongst the largest and strongest in the Dominion of Canada, and furnish undeniable proof of the standing of our province in the world of merchandise and money. At Victoria one of the oldest cities on the entire Pacific Coast, having been founded in 1843, is the head office of Messrs. Robert Ward & Co., Ltd., a firm which has stood the test of years, and is to-day foremost in the rank of enterprising and progressive concerns. This business was established in 1862 by Henderson & Burnaby, the proprietors changing in 1876 to Staltschmidt & Ward. In 1881 Mr. Robert Ward became sole representative under the style of Messrs. Robert Ward & Co. The business was most successfully carried on under this name until 1891, when it was incorporated as a Limited Liability Company, with an authorized capital of \$300,000. Mr. Robert Ward being president. In 1904 Mr. Ward, upon his retirement from business, disposed of his interest to Mr. Richard Vane Winch, who is now president and controlling owner, the vice-president being Mr. Thomas R. Smith, for many years past managing director of the company, and intimately associated with the commercial and financial life of the province. The firm name remains the same.

As a branch of their Victoria house, Messrs. Robert Ward & Co., Ltd., in 1896 founded an office in the rising and important city of Vancouver, B. C., and have since conducted a most successful and growing business at that place. They have recently acquired large water-side interests there, and are foremost in all connected with shipping and wharfage matters. Their present premises being too small, it is intended shortly to erect handsome offices at Vancouver, rivaling the noble edifice they occupy at Victoria, which, known as Temple Building, is alike the emblem of commercial convenience and structural beauty.

The firm, both at Victoria and Vancouver, are shipping, insurance, commission, financial, real estate and general agents of the highest class, and represent the following companies, which are amongst the strongest and best in the world:

The Royal Insurance Company (Fire). The London & Lancashire Fire Insurance Company.

The Standard Life Assurance Company.

The Western Assurance Company (Marine).

The London & Provincial Marine & General Insurance Co., Ltd. (Marine and General).

The London Assurance Corporation (Marine).

The Ocean Marine Insurance Co., Ltd. The Hartford Steam Boiler Inspection & Insurance Company.

The Ocean Accident & Guarantee Corporation, Limited.

The Swiss Marine Insurance Companies, Combined.

La Fouciere Compagnie D'Assurance (Marine).

Lloyd's.

Curtis & Harvey, manufacturers of sporting powder and amberite (smokeless).

Wilkins & Co., Ltd., makers of English wire rope.

Robert Ward & Co., Ltd., are also largely interested in the fishing industry of British Columbia, being exporters of canned salmon of the choicest brands, and agents for some of the best cannery establishments.

Rent and estate business are also important features of their business, the British Columbia Corporation, Ltd., a strong financial concern, being represented by them as managing agents. Some of the largest municipal debenture loan issues of the province have been purchased by this firm. Valuable city property at Victoria and Vancouver, and lands adjacent thereto, are controlled by Robert Ward & Co., Ltd., who are the esteemed and trusted managers of large estates, and the collectors of rents in connection therewith.

The London representation of the firm is in the hands of Messrs. H. J. Gardner & Company, of 70 Basinghall street, E. C., and their correspondents are to be found in all quarters of the world.

Attached to Robert Ward & Company's office is the consulate of the Swedish and Norwegian government, and also that of the government of His Majesty the King of the Belgians.

A large stock of wire rope, sporting powder and smokeless amberite, cement, tilepates and other cannery supplies, iron, fire bricks, fire clay and general merchandise is always kept on hand for immediate delivery.

**BEAUMONT BOOGS.**

Hand-in-hand with the increase of our population comes the growth of the values and conditions of real estate. Foremost amongst those keen, shrewd business men who saw advantages to be derived by locating in promising cities was Mr. Beaumont Boogs, whose offices are at 42 Fort street. Mr. Boogs in looking forward knew that in a short time the old settler in Manitoba and other north central provinces would desire to sell their properties, and would want to spend the rest of their days in a more genial climate. Mr. Boogs' instincts were correct, and he now has the satisfaction of seeing his financial rating compare favorably with the best dealers in his line.

Besides farm lands, Mr. Boogs handles city and suburban properties and homes, doing a good all-round business in a general way. He is perfectly reliable, and strictly honorable in all his dealings. He is the local representative of one of the soundest insurance companies in Victoria.

**A. W. JONES.**

Among the best known real estate men of this city is Mr. A. W. Jones, at 28 Fort street, who has been identified with its growth for a number of years. Since the establishment of his business here he has by his reliable dealings developed it to its present proportions. He buys, sells, rents and exchanges all classes of city and country property, giving attention to the management of estates, collection of rents, etc. Besides the above Mr. Jones writes fire insurance, representing some of the strongest companies on the continent, among them being The Canada Life Assurance Co., The Phoenix of London Co., the Home of New York Co. and Caledonian Fire Insurance Co. Mr. Jones is a great believer in the city of Victoria, and is ready to give information to any who are interested. He enjoys the confidence of the people, and is held in high esteem.



THE IMPERIAL BANK OF CANADA.

The Bank of British North America was established in 1836, and was incorporated by Royal Charter in 1840, acquiring the right to use the Royal Coat of arms. Coming into existence at the time when Canada was on the threshold of its nationhood its history has been largely the history of the country, in the development of which it has assisted to no small extent. While always regarded as the most conservative of the great Canadian banks it has ever been foremost in giving banking facilities to new sections of the Dominion, and was the first to establish an office in Dawson in 1858. The head offices of the bank are in London, England, at No. 5 Gracechurch street, where it possesses a most handsome suite of offices. The general manager, Mr. Stikeman resides in Montreal, where the head offices for Canada are situated. Mr. Stikeman is well-known in Victoria, where he recently was on one of his periodical visits. The bank has a capital of £1,000,000 sterling and a reserve fund of £420,000 sterling, and has branches throughout Canada from Halifax in the East to Dawson in the extreme northwest, as well as agencies in New York and San Francisco. The Victoria branch of the bank was established in 1859, and from that date until 1902 it occupied the old building on Yates street on the site where its present handsome offices stand. It is quite safe to say that there is no better banking building in the province, and few elsewhere than the Victoria office. On the outside it presents every appearance of a bank, while internally the dome and the mahogany-and bevelled plate glass fittings give an effect rarely excelled. In addition to its business office the bank owns a handsome residence and grounds on Cook street for the use of its manager. The local manager is Mr. W. T. Oliver, who has been in the service of the bank some 22 years, of which twelve have been spent in British Columbia, the last four in Victoria.

BANK OF MONTREAL.

No history of the financial concerns of the province of British Columbia would be complete with the omission of the Bank of Montreal, whose Victoria branch is established in their commodious and handsome building at 82 Government street. This financial institution was established in the city of Montreal in the year 1817, which home office stands as the father of over sixty branches in North America. There are thirty branches in Quebec, eleven in Manitoba, seven in British Columbia, besides those throughout the United States and Europe. The enormous proportions to which this bank has grown and the financial strength which it represents is entirely credited to the businesslike methods which it has pursued and the practical management of its officials. A successful and prosperous career has been their reward, for after being a representative concern for nearly a century it still carries the confidence and esteem of the business men throughout the English-speaking world. The Bank of Montreal does a general banking business, issuing drafts on all parts of the United States, Great Britain and the continent of Europe. Letters of credit issued, available in all parts of Europe, India, China and Japan. Allows interest at current rates on special deposits and savings bank accounts.

General Statement, Oct. 31st, 1904.

		Liabilities.
Capital, paid up .....	\$ 3,000,000 00	\$ 14,000,000 00
Rest, balance and undivided profits .....	11,284,176 02	
Notes of bank in circulation .....	\$10,023,680 00	
Deposits .....	94,794,413 29	
Due other banks .....	162,480 97	
		\$105,882,592 26
		\$131,166,768 28
		Assets.
Coin and government notes .....	\$ 8,532,471 38	
Deposit with government against notes in circulation .....	460,000 00	
Due from other banks, call and short loans in Great Britain and United States .....	29,167,704 40	
Government securities, stocks, bonds, notes and cheques of other banks .....	10,701,514 06	\$ 48,881,680 03
Bank premises in Montreal and branches .....		600,000 00
Current loans, mortgages and other assets .....		\$18,655,078 35
		\$131,166,768 28

J. E. CHURCH.

Outside capital is finding Victoria realty a gilt-edge investment, and much interest has been displayed of late as to the possible enhancement of values during the coming season. One of the best informed appraisers in our midst is Mr. J. E. Church, who is quoted as an authority on values and titles. His offices at No. 14 Trounce avenue are a mecca for strangers, who when seeking information seek also reliability. Mr. Church has been identified with the real estate and insurance business for a number of years, and has prospered because of his perfect knowledge of the details of his business. His lists are very complete, and are open to patrons and prospective settlers. Besides a general business in city and country property, he represents the Dominion of Canada Guarantee & Accident Insurance Co., and the British Columbia Colonies Co., Ltd. He loans money on bonds and mortgages, looks after estates, etc., and conducts a complete real estate business. He is manager for the B. C. Mercantile Agency, and for a number of other concerns who need representation here. Mr. Church is a man of great civic pride, and is a staunch friend of enterprise and progression.

J. A. DOUGLAS.

Real estate is essentially an important factor in the success of a community, as upon it is based the index of a city's prosperity. The dealer in real estate deserves great credit for the astonishing growth of the city of Victoria, and no agent has had more intimate acquaintance with this advancement than James A. Douglas, of 22 Bastion street. Besides being a dealer in real estate, Mr. Douglas does a general insurance business, handling estates and representing the property owner in every way. When Victoria's success was uncertain, Mr. Douglas began working toward the building up of a community of which but little was known. Aside from being a shrewd, careful business man, Mr. Douglas has always taken a lively interest in the welfare of the city from a political view, for, being a descendant of that well-known pioneer, Governor Douglas, whose memory is still fresh in the hearts of our people, Mr. Douglas has inherited his instincts, and has devoted his energies toward the betterment of the political conditions. He is alderman of the South Ward, to which position he was elected by a large majority, where he is now serving with distinction to himself and satisfaction to the people.

E. A. HARRIS.

One of the most prominent individual dealers in real estate, lands and securities in Victoria is Mr. E. A. Harris, who occupies office room at 33 Fort street. Mr. Harris conducts a general real estate and insurance business. He attends to rentals and deals, trades in and exchanges city and country properties of every description, including mines and timber lands, manages estates for resident and non-resident owners, trustees, etc., collects rents, pays taxes and insurance, and keeps the properties at the highest point of income-earning efficiency. He negotiates loans on real estate security and other prime collateral, and makes a specialty of handling mining stock. He has close attention to business gained the confidence of the public by years of faithful work and prompt returns to his clients. When looking after property for investment or business of any kind, it is gratifying to find a man with the standing of Mr. Harris.

GRANT & CONYERS.

Practically covering the field of real estate, insurance and investment in Victoria, Grant & Conyers are one of the strongest firms at present doing a general business here. Successors to the old established firm of P. C. MacGregor & Co., they took up the business of the retiring firm with the determination to advance to the front, and their success has been equal to their greatest expectations. Being well trained business men tending to their unfailing courtesy and attention to every detail, popular with the people of the real estate world, they soon strode neck-and-neck with the older established concerns, and will no doubt in the near future be recognized leaders in their particular lines. Having on their lists the very best properties offered in the city at the present time, they are not only able to suit the large buyers, but also by arranging easy terms, offer inducements to the small buyer, and many thrifty Victorians now occupy cozy homes because of the concessions made to them by Grant & Conyers. Tourists and homes seekers cannot do better than consult with this firm, offering as they do homes and building sites in any part of the city, making a specialty of loaning money at low rates, arranging easy terms of purchase, and offering the best of protection against loss by fire. They can

always be sure of courteous attention and advice at their office, No. 2 View street, opposite the main entrance to the Drury hotel.

J. MUSGRAVE.

Shrewd investors long ago pinned their faith to city property as an investment that could not fail to yield good returns either in rentals or increased property values as the city increased in population and wealth. Their business acumen was in every case, as we know, duly rewarded. The result has been that there are to-day a number of substantial firms who deal extensively in real estate investments. Such a man is J. Musgrave, located at 17 Trounce avenue. Mr. Musgrave established his business here a number of years ago, and since its inception has gradually grown until now he ranks among the foremost of the city. He handles choice real property in every part of the city, besides taking care of property for non-residents, collecting rents, paying taxes, etc. Mr. Musgrave has won his popularity by fair and honest dealings with all his customers, and has established a most enviable reputation. He also represents a number of leading fire insurance companies, writing insurance at the lowest premium rates.

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W. J. BEAUMONT.

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**Sketches of Different Business Enterprises that Have Won Recognition**

# In Victoria's Field of Commerce

**Including Wholesale and Retail, Manufacturing and Many Other Concerns**

H. T. KNOTT.

**A**CTIVITY in building in Victoria is steady, not spasmodic. Until one makes a tour of investigation he is unaware of its actual extent. During the past few years a great many structures have been erected, some in the business section, but the majority in the residential districts of the city. It is these latter that are responsible for the expansion of the many charming suburbs that surround the place. Out towards Oak Bay, Esquimalt and Victoria West and in other directions, where but a short time ago houses were much scattered, to-day there are scores of handsome homes, whose attractiveness is greatly enhanced by the beautiful grounds around them.

And it is this characteristic of the place which most deeply impresses visitors. While they admire the solidity of the business section, they are enchanted with the beauty of Victoria's residences. It is there, then, that the building operations are most mainly felt, and it is gratifying that such is the case. The distinction of being a city of homes per excellence is an enviable one, and should not be allowed to drop from the attention of the world.

An exceptionally large number of residences were erected in Victoria last year, ranging from the humble to the palatial. Many of these were built by people who dropped into a place in a casual way, and were so captivated by its attractions that they determined to live here. They represent the most approved designs in modern architecture to be found on the continent. In this connection the Victoria architects are well abreast of the latest advances made in their profession, and their product is not surpassed anywhere.

The decision of the Canadian Pacific Railway Company to erect a handsome brick and stone tourist hotel at Victoria gave a much stimulus to the building circles. The foundation was completed in the spring, and the officials of the company hope to see the whole structure finished early in 1907. It will be one of the finest tourist hotels on the continent.

GEORGE SNIDER.

It is not flattery to give praise when it is earned, even when modesty prevents the recognition of the compliment. In Mr. George Snider, general contractor and builder, Victoria possesses a rare artisan and mechanic. Starting a few years ago as a journeyman, Mr. Snider drew the attention of the people to his personal performances, and advised him to begin contracting, promising their support. He succeeded from the start, and we as a people point with pride to the results of his efforts. Among the buildings of importance that were built by Mr. Snider are the remodeling of Spencer's arcade and the beautiful new Carnegie library, just completed. Both are elegant buildings, and will stand for centuries as monuments to the progressive nature of the builder. Mr. Snider is a man whose ideas are modern, and he as an individual is a citizen of enterprise, and takes an active interest in local progress. His office is at 3 Elliott street.

FREDERICK J. MESHER.

The architectural beauties of Victoria are noticed and commented upon by all who visit the city. This is due very largely to the builder, who must watch and execute every detail of the architects drawings, and whose experience and artistic originality must have a very extensive range. Among these entitled to favorable mention is Mr. F. J. Mesher, whose offices are at No. 92½ Fort street. Mr. Mesher is an expert mechanic himself, and of the school that taught precision and durability. His experience has been very extensive, and many are the beautiful buildings in this city that stand as monuments to his energy and ability. Being a practical man he has received the preference on many contracts because of the reputation he bears for strict adherence to his specifications. Among the buildings of note which Mr. Mesher has constructed is the grand residence of Capt. J. W. Troup, on James street, Victoria West, and the Oak Bay hotel, a large and beautiful building on the bay of that name. The plans were intricate, but the hotel when finished was a perfect reproduction of the drawings. Mr. Mesher should be proud of his success.

W. J. ANDERSON.

No man would consider his home complete in these days of progress without a modern mantel and grate, beautified by handsome tiling and completed in a perfect workmanlike and artistic manner. The store and show rooms of Mr. W. J. Anderson at No. 2 Langley street is a demonstration of what can be done toward making the home cozy, sanitary and beautiful. Arranged in artistic display these are to be found at this establishment hundreds of designs in wood, iron and mosaic fireplace materials, intended to suit all tastes and to please all eyes. Here are found mantles for the rich man's house and mantles for the poor man's home. Each one has its special commendatory feature, whether plain or elaborate high priced or low. The work and finish of this material is the best that human hands can make it, and the prices are such that make the warerooms of Mr. Anderson the mecca of those who are building or intend to do so soon. We cheerfully endorse him as a conscientious man and a clever mechanic.

MCKILLEN & MCALMAN.

Notable among the firms of contractors and builders of the city of Victoria is that of McKillen & McAlman of 107 Fort street. The firm consists of Mr. Wm. D. McKillen and Mr. Peter McAlman, both mechanics of the highest order, and men whose honesty and capability have never been assailed. Their work in Victoria stands out as a monument to their ingenuity and progressiveness, and at no time have they forfeited the good-will and hearty endorsements of their patrons. They are willing to give estimates on work, and will go into details with a prospective builder with the same cheerfulness as they would with regular customers.



VICTORIA AUTOMOBILE CLUB.

completed will stand as a monument to the men of science and energy, to whom there is no such word as fail. The B. C. General Contract Company is to be complimented upon the efficient management of their affairs, and the capability of their engineers.

J. F. BRADEN.

The plumbing trade occupies a very important place in the business circles of any city, for upon it more than any other depends the good health of the community. We take great pleasure in this issue of the Times in making special reference to the well-known plumber and steamfitter, Mr. J. T. Braden, whose place of business is located on Douglas street. The business was established a number of years ago, and through the excellence of his work and fair and honorable dealings has built up a large and influential trade. He occupies large and spacious premises provided with all the necessary tools and appliances peculiar to his trade, together with a full stock of plumbers and steamfitters' supplies of every description, while he employs an ample and capable staff of skilled help. On everything in the plumbing, heating, jobbing or mechanical man, whose ability is manifested by the excellent quality of work turned out by the company's plant. In addition to the Esquimalt plant his company also operates a branch at Vancouver, with general offices at Victoria. Mr. Bullen is familiar with every branch of the business of which he is manager, and finds sufficient time outside of his routine work to attend to the details of such work as may be under his supervision. The Marine railway, in constant use at this plant, equals in size and capacity any on the Pacific Coast, and is capable of supporting a vessel of three thousand tons.

JOHN COLBERT.

That the perfect plumbing of a home has much to do with the health of its occupants is an accepted fact, and has made the demand for good mechanics greater than ever before. Mr. John Colbert, an old-time experienced plumber and general contractor in roofing and heating apparatus, is at the head of his profession. His office is located at No. 4 Broad street, and a call upon him will result in a cheerful reception. He is willing at all times to give estimates on all kinds of work in his line, and his figures will be found to compare favorably with those of any to be had in the city. In his work he carefully observes all the sanitary regulations, and when completed will stand as a leader in beauty, finish and workmanship. None but the best materials are used, and only the most expert mechanics employed. Electric power is used exclusively to operate their machinery. A call will supply what we have stated.

B. C. GENERAL CONTRACT CO.

One of the most interesting feats of modern engineering, and one that created more than ordinary interest among our people, because of the many difficulties to overcome, was the building of the massive concrete foundation upon which the new C. P. R. hotel is to be erected. The plans for this work were prepared by the C. P. R. staff of engineers, who were assisted by Messrs. Shankland Bros., of Chicago, who are specialists on difficult foundations. When the retaining wall across the arm of James Bay was completed, and the flat beyond filled in by the government suction dredges, the property was transferred to the C. P. R. for the site of an hotel which, when completed, will equal in size and elegance anything in the Northwest. The contract for the foundation was awarded to the B. C. General Contract Company, whose head office is at Vancouver. As the ground was extremely soft it was found necessary to drive thousands of piles to a depth of some 60 feet, after which they were cut off below the water line and walls and piers of concrete built upon them. The work was given the personal supervision of the engineers, whose requirements were fulfilled, and as completed the foundation presents a massive and very substantial appearance. The work was begun under the direction of Mr. C. E. Fowler, of Seattle, the former president and consulting engineer of the contract company, and it is largely due to his capable management that this enormous undertaking was successful. Mr. Fowler having severed his connection with the company on January 1st was succeeded by Mr. Geo. H. Webster, who resigned his position as division engineer of the C. P. R. to take up and complete the unfinished task of his predecessor. Mr. Webster had been connected with the railway company for 22 years, and possesses a very extended knowledge of constructive engineering in all its branches. The foundation as

TURPEL'S MARINE RAILWAY.

No other land-locked harbor in the province presents greater possibilities to the shipbuilder or manufacturer of marine equipment than that of Victoria. Among the representative concerns engaged in shipbuilding and general repairs is the firm of Turpel & Sons, whose marine ways are at Victoria West. Mr. Wm. Turpel is a pioneer in the shipbuilding industry, and his son, now a partner, is a graduate from his father's school, which goes far to say that he has all the ability, energy and business capacity of his teacher. Perhaps not the largest plant in our harbor, Messrs. Turpel & Sons enjoy a fair share of the business in their line, and by their excellent work and strict attention to details have been shown the pre-



VICTORIA MACHINERY DEPOT, LIMITED.

The grand advantages of Victoria's beautiful harbor, with its possibilities and desirable features, have received the attention of the world's shipping interests for many years, and its superb landlocked bays have become the seat of many industries. With unlimited timber and an abundance of iron at our doors it was plainly evident that there were great opportunities for capital in the establishment of shipbuilding plants and kindred concerns. Among the first to take advantage of the conditions presented, and their plant was a success really before it had passed the experimental stage. The plant today presents an appearance that indicates not only thrift and activity, but judicious management and financial success. Mr. W. F. Bullen, the general manager, is a practical and energetic man, whose ability is manifested by the excellent quality of work turned out by the company's plant. In addition to the Esquimalt plant his company also operates a branch at Vancouver, with general offices at Victoria. Mr. Bullen is familiar with every branch of the business of which he is manager, and finds sufficient time outside of his routine work to attend to the details of such work as may be under his supervision. The Marine railway, in constant use at this plant, equals in size and capacity any on the Pacific Coast, and is capable of supporting a vessel of three thousand tons.

DICKSON & HOWE.

One of the enterprises of great value to us shipping, local commerce and the people of an important industrial section contiguous to the city is that of the Victoria & Vancouver Stevedoring Co.

Along the docks there is often a hustling scene of business when the forces of this company of stevedores contractors are let loose on the work of loading or discharging freight on the outgoing or incoming steamers. This company does the work by wholesale lots of loading and discharging cargoes, and does a general stevedoring business in Victoria, Vancouver, Chemainus and all British Columbia ports. It was organized some time ago, and was incorporated under the laws of the province in 1902 with a capital stock of \$50,000. Mr. Alexander McDermott is president and managing director, Capt. F. W. Ainslie, a director of the company, has charge of the Vancouver branch, and Mr. W. R. Dockrill also a director at Chemainus. While the company makes no attempt to monopolize the field, it has the largest share, by reason of its universal popularity and its excellent systematic service. All engagements are promptly filled, and all contracts faithfully executed. It does all its work at the most moderate prices, while paying liberal wages to its employees, and giving general satisfaction. All the members of the company are held in high esteem for their services.

their enterprise and usefulness as substantial business citizens. They are also British Columbia agents for the Puget Sound Tugboat Co., owning the largest fleet of tugs on the Pacific Coast, all of which are powerful seagoing tugs.

THE BRITISH COLUMBIA ELECTRIC RAILWAY CO. LTD.

The growth of a city is considerably

regulated by the progressive policy and wise management of the corporation

regarding the equipment and operation of its street railway system. The B. C. Electric Railway Company has done more toward Victoria's expansion than any other one enterprise in its midst.

As the suburban requirements demanded it the company extended its lines until it operated 15 regular cars over

16 miles of well ballasted track, giving

excellent service and advantages over

similar lines in Victoria. Here is exhibited the largest and most carefully

arranged stock of household furnishings

to be seen in the Northwest, and the

completeness of the selection is augmented

by the excellence of its quality. They carry a complete line of furniture in

quartered, weathered and golden oak,

mahogany and other handsome woods.

Many of the articles are made by the

concern in their own extensive factory.

They are large importers of English,

Scotch and Oriental carpets, rugs,

drapery, linens, lace and blinds, also

cut glass, china, crockery, silver and

plated ware. They are large dealers in

stoves, tin and slate ware, and in fact

they carry every conceivable article of

necessity and luxury for the home. This

business was established in 1882 by Mr. John Weiler, who had foreseen the great

possibilities of Vancouver Island and was not slow to take advantage of them.

The firm of Weiler Brothers is the recog-

nized leader in its line and can point

with pride to its immense show building

and its completely equipped furniture

manufacturing plant.

WEILER BROTHERS.

Victoria has often been alluded to by visiting tourists as the city of beautiful homes, and it is a great credit to our people to uphold the world-wide reputa-

tion they have so justly earned. But our

Victoria public are not satisfied with a

pleasant exterior to their homes. They

look for comfort after they have passed

the outer portal and take great satisfac-

tion from their luxuriant surroundings.

It is this trait in the character of our people and the enterprising spirit

of the firm of Weiler Bros., that have

built up the gigantic business that bears

their name. The home and show rooms

of this concern occupy the entire beauti-

ful building of five floors and basement at

33-35 Government street, a building

which surpasses in grandeur any other

similar edifice in Victoria. Here is ex-

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and its completely equipped furniture

manufacturing plant.

SIMON LEISER & CO. LTD.

There is no concern of greater magni-

tude or of greater importance in the

wholesale world than that of Simon

Leiser & Co., Ltd., wholesale grocers,

whose immense establishment is located

at 14 to 24 Yates-street. The advance-

ment

Sketches of Different Business Enterprises that have Won Recognition.

# In Victoria's Field of Commerce

Including Wholesale and Retail Manufacturing and Many Other Concerns

**V**ICTORIA'S attractions as a tourist resort have somewhat overshadowed its importance as a manufacturing centre. There are operated within its limits establishments as well equipped as any on the West of Canada, putting many thousands of dollars in circulation in wages. Probably in no other city on the coast are the commercial and residential aspects so perfectly blended, and for each Victorian possesses advantages to an appreciable degree.

In ship building Victoria has a wide reputation. Its yards are splendidly equipped and capable of turning out the very best class of work. Contracts have been won in competition with the most extensive establishments on the coast. There is no better location for this industry than is afforded at this city and immediate vicinity. Esquimalt harbor, where one large concern is conducted, is regarded as the finest anchorage on the coast, while the upper portion of Victoria is likewise well adapted for the operation of shipbuilding and repairing plants. The staunch, commodious C. P. R. steamer Princess Beatrice, a vessel that would reflect credit upon any ship works on the continent, was built at Victoria yards, while many other well-known craft plying on the waters of the Northwest Pacific are the product of Victoria shipwrights.

Lumber, sash, door, and other building necessities are largely manufactured at Victoria. Six or seven establishments of this description are kept running all the year round. The best merchantable timber to be found anywhere is obtained from the forests of Vancouver Island, and the mills that handle it are adequately equipped. Another big industrial establishment at Victoria is a chemical works, which yearly imports thousands of tons of nitrates from various parts of the globe, while there are machinery, clothing, cereals, coffee and spice, paint, soap, rice, vinegar and many other factories, which give the city a considerable standing in an industrial way.

#### JOSEPH A. SAYWARD.

Nature's greatest endowment to the province of British Columbia lies in the unsurpassed wealth stored up in the wonderful forests of Vancouver Island, which has millions of feet of merchantable timber. With such valuables the paramount question seems to be the maintenance and utilization of the forests in such a way as to be of most benefit to both the present and future inhabitants of nature-favored British Columbia. Among the enterprising and progressive business men engaged in the lumber industry is Mr. Joseph A. Sayward, whose office, enormous mills, yards, warehouses, etc., are located at Rock Bay. Mr. Sayward is an expert lumberman, knowing his branches in all its details, and since the inception of his business here it has grown so rapidly that it now stands as the largest and most substantial concern in the city. The plant consists of sawmills, planing mills, and a factory, all of which are equipped with the most modern machinery, tools, appliances, etc. He is a manufacturer of both rough and dressed lumber, sash doors, blinds, building material, gutters, boat lumber, turnings, etc. His extensive plant covers a large area of ground, situated on the harbor, and his shipping facilities are excellent, large ocean-going steamers can easily come to his docks and load. Besides supplying a large part of the local trade Mr. Sayward ships throughout the Dominion and to the Orient. He employs a large force of men operating logging camps and mills, and is prepared to fill orders of any magnitude at all times. Mr. Sayward is one of the most active and successful lumber dealers in Victoria and contributes his full share towards maintaining the lumber trade one of the chief industries of the province and one of the strongest factors of our commerce.

#### MOORE & WHITTINGTON.

Among the foremost firms of carpenters, builders and mill men are Moore & Whittington, whose office and factory are at 150 Yates street, and sawmill at Pleasant street. By strict attention to business and honorable dealing with the public this firm has reached the position in the manufacturing world they now occupy. Wide-awake and enterprising, they are the first to adopt new ideas in modern architecture. In their factory they have installed only modern machinery, and are able to supply at short notice anything in the line of builders' woodwork. They also furnish a large proportion of the finished product now represented in Victoria's handsomest houses. They cheerfully furnish estimates on the largest and smallest orders, and will rush all work to the satisfaction of their patrons. Their yard contains a full assortment of lumber ready to be delivered at short notice.

#### COLUMBIA MILLS.

The great timber regions of the northwest, the greatest resource of this whole section of the country, and the thing that has attracted so many persons to this section, have also been the cause for the establishment of some of the largest factories and lumber companies in the Dominion. Among the companies engaged in the lumber business of Victoria is the Columbia Mills, whose mills and offices are located at Rock Bay. This is one of the substantial concerns of the city, and operate a plant which is equipped with the latest modern machinery. They are manufacturers of rough and dressed lumber, of which they have a capacity of 10,000 feet per day, and employ a large force of men. They have fine shipping facilities both by rail and water, and are prepared to fill orders at all times. Besides supplying the local trade they ship all over the northwest, throughout which they enjoy a large proportion of the trade. Mr. Geo. Adams is the enterprising manager of this concern.



TAYLOR MILL CO.

The wealth of the magnificent timber lands of Vancouver Island still remains to be estimated, and the immense lumber industry which centres in and around Victoria is of unusual importance, and exerts a powerful influence upon the industrial activity of the city. The abundance of fine building woods gives every opportunity for those who are exporting and shipping the timber to receive their supplies on the most favorable terms, and sell the finished materials at the lowest possible prices. One of the leading firms engaged in this important industry is that of the Taylor Mill Co., whose office, mills and extensive yards are located on North Government street. They were incorporated under the laws of the province, May 29th, 1891, with a capital stock of \$50,000. This company manufactures and sells all kinds of both rough and dressed lumber; also sash, doors, columns, moldings, inside and outside finish flooring, etc. The plant is very complete, consisting of a large, modern and up-to-date sawmill, planing mill, sash and door factory. This company has fine shipping facilities either by rail or water, and are prepared to fill orders at all times. The custom of the Taylor Mill Co., extends to many distant points, and they have built up a large and worthy business, and it promises to grow even into larger proportions.

#### SHAWNIGAN LAKE LUMBER CO. LTD.

If there is one industry, one line of throbbing progress, one industrial and commercial pursuit more than any other deserving attention to Victoria at the present time, and has been for a number of years fit the past, that industry is the lumber trade, which has done much to make Victoria what she is today. The lumber interests of Victoria and adjacent towns are very extensive, and give employment to a large number of people, while they distribute a vast amount in wages in the course of a year, which goes to swell the receipts of our government, and in this direction they are the strongest factor in the prosperity and upbuilding of the locality in which they are located.

A foremost and leading concern engaged in the lumber interests in this city and adjoining towns is that of the Shawnigan Lake Lumber Co., whose extensive and modern plant is located at Shawnigan Lake, while their general office and large yards and warehouses are on North Government street, Victoria. The plant consists of a large sawmill, planing mill, storage warehouse, dry kilns, and the mills are especially well equipped with the most modern wood-working machinery, tools and appliances, and the company employs a large staff of men, while very able and honorable management is accorded the affairs of the company by an executive board, of which Mr. Theo. Edford is the manager and Mr. William Munro, secretary. They are manufacturers of fir, spruce and cedar lumber, both rough and dressed, and besides supplying the local market, their trade extends throughout the Dominion and to the Orient. They are prepared to fill orders by mail, telegraph or long-distance telephone, and to ship promptly in cargo lots.

#### JAMES LEIGH & SONS.

The magnitude of the forests of the northwest and the quality of the timber have made the lumber interests the first of importance among the many branches of industry flourishing in the northwest district.

Engaged in this department of industry and connected is the Paint, Glass, Saw & Plating Mills, of which Mr. James Leigh & Sons are the proprietors.

Their model plant, which has been recently refitted with expensive and modern machinery, is located at David and Pleasant streets, on Victoria harbor, where they have a large saw and shingle mill and sash and door factory and work shop, dry kilns, etc., all of which are equipped with modern machinery. The company manufactures all kinds of lumber for building and other purposes, doors, sash, moldings, mantels, etc., and do all kinds of mill work and joining to order and for general trade. As well as doing a large local business, they ship throughout the northwest, China and Japan, and their facilities for manufacturing and shipping enables them to offer the trade and large customers every facility for obtaining building material, etc., on the most advantageous terms. The proprietors of this firm, J. L. Leigh & S. M. Leigh, being both practical men, are well-known throughout the city and provinces, and are among our most progressive and enterprising citizens.

#### CAPITAL PLANING MILLS.

The great timber regions of the northwest, the greatest resource of this whole section of the country, and the thing that has attracted so many persons to this section, have also been the cause for the establishment of some of the largest factories and lumber companies in the Dominion. Among the companies engaged in the lumber business of Victoria is the Capital Mills, whose mills and offices are located at Rock Bay. This is one of the substantial concerns of the city, and operate a plant which is equipped with the latest modern machinery. They are manufacturers of rough and dressed lumber, of which they have a capacity of 10,000 feet per day, and employ a large force of men. They have fine shipping facilities both by rail and water, and are prepared to fill orders at all times. Besides supplying the local trade they ship all over the northwest, throughout which they enjoy a large proportion of the trade. Mr. Geo. Adams is the enterprising manager of this concern.

of Strathcona, manages all the mills at Alberta.

#### TURNER, BEETON & CO., LTD.

Turner, Beeton & Co., Limited, is one of the oldest firms in the province, and was established in 1863 by the Honorable J. H. Turner, who is now Agent-General for British Columbia in London. They deal in dry goods, liquors and cigars, and are one of the largest importers in these lines on the coast. In addition to this, in 1902 they established a shirt and overall factory in Victoria, and do a very large and increasing trade in these lines, and their "Big Horn" brand of shirts and overalls have become well known throughout the province of British Columbia and the Yukon as the best class of goods of this kind on the market.

The factory in Victoria has grown rapidly, with an increasing demand for these goods since 1902, and last year the wages alone amounted to over \$20,000.

The factory is fitted up with the latest kind of machinery, and the greatest care is taken in turning out goods which are suitable to the country, and they are the best that can be made, both as regards quality and finish.

In the liquor department Messrs. Turner, Beeton & Co. are agents in British Columbia for many of the leading distillers, etc., in the world, and their business in this direction is increasing all the time.

All kinds of dry goods are imported from Europe and the leading markets of the world.

At present the firm are making a determined effort to build up and increase their manufacturing business of the "Big Horn" brand of goods, and the community at large must appreciate this fact that as soon as British Columbia can establish industries of her own in such lines as this and keep a large quantity of money which is now going out to the United States and Eastern Canada, we will rapidly begin to build up a population within the province, and also open up opportunities for the people to earn a living at home, instead of having to go outside of British Columbia to seek remunerative employment.

complete with modern machinery, enabling him to execute all work at the shortest notice, and as none but skilled mechanics are employed, he can safely guarantee his output. Estimates given on all classes of work and lowest prices quoted that are consistent with good work.

#### THE PIONEER COFFEE & SPICE MILLS LTD.

An enterprise worthy of special mention in this edition we know of none that deserves it more than the Pioneer Coffee & Spice Mills, whose complete plant is at 53 Pembroke street. Established when Victoria was an unimportant village it has grown until like the city itself, it has reached a flourishing condition second to none in importance in the province. The president and manager, Mr. Louis Stemmer, is a practical man and long experience has made him an expert in his business. They rich brown color and delicious flavor brought out by skillful roasting has made the coffee prepared by him an article to be appreciated by all consumers. In spite of the firm's goods represent "purity" and it is safe to say that this strict adherence to honest principles forms the basis of their success. The company was incorporated March 3rd, 1903, with a capital stock of \$50,000. Louis Stemmer, president, and John J. Collison, secretary and treasurer.

#### B. C. SADDLERY CO.

To get good harness and saddlery one must go to an expert in the business, and in Victoria we have a thoroughly practical firm, that of the B. C. Saddlery Co., whose place of business is at 41 Yates street. The business was established some years ago, and was incorporated in 1901 with a capital stock of \$25,000, with Mr. A. E. Wade as manager. Since their incorporation they have built up a large and ever-increasing trade by handling only goods that are thoroughly reliable and selling at close prices. They carry a large and finely selected stock of light and heavy single and double harness, collars, headstalls, saddle, horse furnishing goods, trunks, valises, etc. Mr. Wade is a wide-awake progressive business man, and has built up a large trade. He is well known

delight in patronizing home industry. No labor or expense was spared in installing a plant that would produce an article that would compare favorably with the product of Eastern Canada or of foreign countries. As to his success he needs but refer to dealers and consumers, who quite in praising the product and the manufacturer himself.

#### THORPE & CO.

Thorpe & Co. are the largest manufacturers of carbonated waters in Western Canada, having three establishments in this province. They began business in Vancouver about fifteen years ago, and the superior excellence of their product, the result of exact scientific and practical knowledge, at once gave them the command of the trade. They soon extended their operations to Victoria, and some years later to Nelson, the business centre of the Boundary country. All their works are equipped with the most improved carbonating and bottling machinery, and the purity of their waters is secured by the latest type of germ-proof filters.

In addition to the ordinary carbonated drinks, they make a specialty of dry ginger ale, producing an article little, if any, inferior to the best Belfast and English ginger beer, both of which are largely exported to the American side. They are also agents for the waters of the St. Alice Hot Springs at Harrison, which are put up in syphons as well as in ordinary bottles. Like the prophet, without honor in his own country, this natural mineral water, which has few equals and no superiors in medicinal properties among spas, is not appreciated locally as it should be, when the tourist stranger, whom we are now wooing, finds out its virtues and proclaims them to the world.

#### E. G. PRIOR & CO., LTD.

The largest and most important hardware business in British Columbia is that of E. G. Prior & Co., Ltd., located at the corner of Government and Johnson streets. This is also one of the oldest and best established companies in the province, having founded its business here in 1859. From a small beginning it gradually grew and extended its trade until it was able to be incorporated under

carried on the business under its present name. Since their establishment they have gained their popularity by the fair and honorable treatment to their many patrons, and now enjoy a large and increasing trade throughout the province and the entire Northwest.

#### J. PIERCY & CO.

Those who seek to find the mainspring of the prosperity of any great trading centre and who search its history industriously to its earliest date, will in the great majority of cases discover that location is the primary secret of the success of cities. The number of large wholesale houses located here in every line, and their phenomenal growth during the past decade, is the most convincing proof necessary with business men as to the advantages which the city possesses as a centre for trade and commerce. One of the leading and most successful firms in this city is that of J. Piercy & Co., wholesale dealers in dry goods, gentlemen's clothing, etc. Since the establishment of their business, a number of years ago, when Victoria was little thought of as a commercial centre, they rapidly forged ahead, until to-day they are recognized as being one of the foremost leaders in their line in the province. Their spacious quarters at Nos. 21 to 29 Yates street consist of a two-story brick building, covering nearly half a block in area, which a part is devoted to the manufacturing of shirts, clothing and gentlemen's furnishings, and the remaining portion for the display of their products, warerooms, salesrooms, office, etc. They are large importers from all the leading markets of the world of dry goods, fancy goods, silks, laces, etc. A large staff of experienced travelling men are employed to attend to the business of the company, and a vast territory covered, including the whole province and the entire Alaska country. The members of the firm are Mr. John Piercy and Mr. F. A. Pauline, both practical, experienced business men, and by their untiring efforts have shown that they possess the business ability to inaugurate and successfully carry out any enterprise of great magnitude.

#### HENDERSON BROS., LTD.

One of the oldest established wholesale houses in British Columbia, as well as one of the most successful, is without question that of Henderson Bros., Ltd., wholesale druggists, of Victoria and Vancouver.

The business now located at 8 Yates street was originally founded in Victoria in 1858, and from its inception gradually grew, until now it extends over the whole province, as well as the Yukon and Northwest Territories.

About ten years ago they established a house in Vancouver, and two years ago erected a five-story building on Pender street in that city, with a frontage of 50 by 120 feet deep, the first story being of granite, and the remainder of brick, trimmed with granite.

The firm was incorporated under the laws of the province of British Columbia, June 1st, 1902, with a capital stock of \$400,000.

The officers of the company are Mr. J. N. Henderson, president; Mr. H. McDowell, vice-president, and Mr. William Henderson, secretary-treasurer.

#### PITHER & LEISER.

The oldest and most reliable wholesale liquor house of this city is that of Pither & Leiser, located at Nos. 13 and 15 Yates street. This establishment does a large business as importers and jobbers in wines, liquors and cigars, and such are the flourishing conditions of the trade that the stocks stored here for distribution to the dealers throughout the Northwest includes a very large local custom, requiring a four-story building and basement. So large a store for any liquor house is seldom seen in any city, and is the largest in the province.

Messrs. Pither & Leiser both are experienced liquor merchants, and have associations in the trade with some of the most important concerns in the Dominion. Their stock embraces the most famous brands of both imported and domestic wines and liquors, and this is in conformity with the universal demand in this part of the country, where they demand the best of these, as they do of all other branches of merchandise. Since the establishment of the business by Mr. Luke Pither and Mr. Max Leiser, it has increased so rapidly that they now have branches at Vancouver and Nelson, and have a number of traveling men throughout the province for the distribution of this large trade. Their branch at Vancouver was established three years ago, and controls a large business throughout the city and surrounding country. Their rapidly increasing business at this branch necessitated a new warehouse, which is now under construction.

#### E. B. MARVIN & CO.

Victoria as a port where deep water ships can call and re-fit has made the ship chandler business a very important and lucrative one. The firm of E. B. Marvin & Co. are the largest and most prominently successful of the firms engaged in the business here, and it is by their liberal management, coupled with the confidence and respect of the business public, that they own their success. They carry a full line of material necessary to ship and steamboat outfitting, including sailcloth, cordage, chains, anchors, swivels, oars, varnishes, brushes, etc., having no specialties but guaranteeing all. At their large store and warehouse, 74 Wharf street, will be found a complete stock of every requirement necessary to the safety of the ship and the comfort of her crew and passengers. Landsmen, too, will find there a selection of hardware, tools and novelties, such as they may need in their seafaring vocations ashore. Mr. E. B. Marvin, senior member and manager of the concern, is well known and highly respected here in business, financial and social circles, representing the "new idea" so necessary for the successful upbuilding of a city, business or home.



SHIPS LOADING AT OUTER DOCKS, VICTORIA.

#### BRACKMAN-KER MILLING CO. LIMITED.

Established at Saanich in the year 1878 by Mr. Henry Brackman, then president of the company, began what was destined to be one of the greatest of Victoria's industries. Carried on at this place for about five years or more, the business grew to such proportions that it was found necessary to seek more commodious quarters, having in view a plant to meet the requirements of their ever-increasing trade. Being joined in business by Mr. D. R. Ker, the concern moved its plant to its present home at the outer wharf, where they cover a large area with increased facilities for the loading and unloading of the great freight carriers. Loaded with the product of the farming communities of the Island and Mainland, these great vessels can tie up to the company's wharves and discharge their cargoes at the very doors of the warehouses and mills. Deep water facilities have greatly added to the success of this concern, as the world's needs have been met by the enterprise displayed by its managers, providing the best of everything as food-stuffs for the world. Built on a massive stone foundation, the company's mill stands proudly as a monument to the ability and courage of these gentlemen who by their keen perception and powerful business instincts have placed the name of the Brackman-Ker Milling Company foremost among the cereal processors of the world.

With branches at Vancouver, New Westminster, Nelson, Rossland and Stetson, the company has been partially able to keep pace with the ever-increasing demand for their products. Their head concern at Victoria is under a number of years, and fully understand its smallest details. During the last year they have placed in operation a modern sawmill with a capacity of 25,000 feet per day. They also possess a fine equipped packing mill and factory supplied with the most up-to-date machinery, and employ a large number of workmen. They turn out in large quantities finished work in all builders' ma-

terials throughout the business circles of the city, and is held in high esteem by his many patrons and is a public-spirited citizen.

#### B. C. RICE MILLS.

No enterprise of recent date is more to our general satisfaction than that of the B. C. Rice Mills on Douglas street, which has been remodelled by Mr. James Townsley, formerly superintendent of one of the largest mills in Eastern Canada. Mr. Townsley is now turning out a very superior product, which, owing to improved machinery and perfect manipulation, finds a ready market both here and abroad. The buildings are particularly adapted to the requirements, and the use of electricity for power

**Sketches of Different Business Enterprises that Have Won Recognition**

**VICTORIA CHEMICAL CO.**

Conspicuous among the greatest of our enterprises, both in commercial importance and general magnitude, is the Victoria Chemical Works, situated on the rocky point at the entrance to our beautiful harbor. This company began business in 1882, and was incorporated the following year with an authorized capital stock of \$100,000. The officers of the company are Messrs. J. W. Fisher, J. A. Hall and Frederick Moore, all of whom are thoroughly conversant with the details of the business, and each taking an active part in its management. This concern is the largest manufacturers of acids and chemical fertilizers in the Northwest, having as their market the whole of British Columbia and neighboring provinces. They produce a superior grade of nitric, sulphuric and hydrochloric acids, for which they find a ready market in the arts and trades. About six years ago they took up the manufacture of chemical fertilizers in which are combined the plant foods—nitrogen, phosphoric acid and potash—which science has proved necessary for the increased production of all vegetation. These concentrated fertilizers have been endorsed by the Dominion government, and having demonstrated them exhaustively at their Agassiz experimental farms, pronounced them fully up to the company's guarantee. Three grades—"A," "B" and "C"—are intended to cover all requirements. Fertilizer "A" influences maturity, forming starch, sugar and fat, and is particularly suited to grain. Fertilizer "B" promotes an abundant yield of fruit, filling out the pulpy matter, adding to its color and flavor, and is most beneficial for root crops, strawberries, fruits, etc. Fertilizer "C" is particularly adapted for clover, peas, beans, etc., and properly applied will double the crop. The company also makes other mixtures for special conditions of the soil. The acids produced by this concern are high grade and of exceptional strength, and superior to the ordinary commercial article. Inquiries regarding their products will meet with a prompt reply. These works are equipped with all the best appliances used in the manufacture of their respective products, and the constant installation of new features is an indication of their prosperity.

**VICTORIA-PHOENIX BREWING COMPANY, LTD.**

"Eat, drink and be merry" is one of the most familiar sayings in our language, and our people "think it, believe it, and live it." We know of many palatable beverages but none so wholesome as a good, carefully-brewed, lager beer, ale or porter. The Victoria-Phoenix Brewing Company's plant at Victoria is by far the largest and most elegantly equipped in the province, and has recently made improvements to the amount of several thousands of dollars. Their concern consists of a complete brewing and ice making plant, completely equipped with the finest machinery and appliances known to the brewing industry, and is unsurpassed for its completeness by any concern in the Dominion. In the laws relative to the manufacture of malted beverages the Dominion government is noted for its strictness and consequently the product made at this brewery is as pure and wholesome as is required by law. It is the policy of this company to give its patrons the best and nothing but the best, and it cannot be said that they have not lived up to this resolution, for their best endorsement is the continued goodwill and patronage of the people. The manager of the Victoria-Phoenix Company is a man whose experience dates back many years, and he is thoroughly familiar with the most intricate details of his profession, which is thoroughly proven by the success of the concern and the excellence of its product. The company was incorporated under the laws of the province May 4th, 1893, with a capital stock of \$300,000 fully paid up.

**ALEXANDER STEWART.**

With every trade represented in a city like Victoria none possesses greater significance than that of the granite and marble worker. That monumental work is an art must be admitted after visiting the store and works of Alexander Stewart at 148 Yates street. There we find specimens of the stone carver's handiwork, many in intricate designs, which are wonderful when the difficulties to be overcome are considered. Mr. Stewart is an expert carver and from a shapeless block of granite he is able to shape it into graceful statuary or polished column. Skilled workmen in his yards assist in producing the best examples of ornamental granite work ever found in this city. The two columns forming the doorway of the store of the David Spencer Co. show what he can do if given an opportunity. Mr. Stewart makes a specialty of porcelain wreaths and decorations which are unique and works of art. Mr. Stewart is very popular as a citizen, enjoying the confidence of the people who elected him as alderman to his ward by a large majority, where he has served his constituents to their entire satisfaction.

**THE BRITISH COLUMBIA POTTERY CO., LTD.**

One of the most important business enterprises in the city is that of the B. C. Pottery Company, Ltd. The offices of this company are on the corner of Pandora and Broad streets, and its large and interesting works occupy an extensive area, with the necessary sidings and spur tracks on the line of the Esquimalt & Nanaimo railway, half a mile from Russell's station. Here are the necessary kilns, machinery and buildings, affording ample facilities for the manufacture of all the wares suitable for the requirements of the market. There is also on the company's land close to the buildings inexhaustible beds of the finest blue clay suitable for the manufacture of the coarser kinds of ware. The fire clay from which the company's celebrated salt-glazed sewer pipe, which has now obtained more than provincial reputa-

tion, is manufactured, is obtained from Mr. Dunsmuir's Wellington colliery, where it is found underlying the coal as in the famous coal fields of Staffordshire, which supply the potters of that locality. The products of the B. C. Pottery besides sewer pipe consist of sanitary fittings, due linings, chimney tops, fire proofing for buildings, fire brick, and all special and standard productions. The company was incorporated in 1890, and for several years its operations were largely experimental, and necessarily expensive, but with the aids of capital and perseverance success has been achieved, and the products of the B. C. Pottery will now compare favorably with any imported lines. The demand for the company's wares in the province has hitherto been somewhat limited, and in order to keep the factory profitably at work it has been necessary to seek business elsewhere and to enter the field of competition in outside districts. As a result of this policy the progressive city of Edmonton has hitherto been supplied with Victoria salt-glazed vitrified pipe, and a contract of about 40 carloads is now under delivery.

The directors of this thriving industry are James Dunsmuir, Chas. A. Vernon and Joseph Hunter, Mr. Vernon being president. The general manager is Mr. A. T. Monteith, while the pottery management is in the hands of Mr. J. Gibbons, a Scotchman, who received a thorough training in the business in the west of Scotland.

Under such conditions as above described this industry will no doubt keep pace with the assured development of British Columbia.

**A. HARRIS.**

The advantages offered to the amateur sailor in the placid waters of Victoria harbor has educated many enthusiasts in this sport and brought about the question: Where can I get a boat built to suit me? A. Harris, of 55 Work street, has obtained a large popularity in this line because of the superiority of his boats and the excellence of his workmanship. He builds every conceivable type of launch, yacht, boat or canoe, and does general repair work as well. Using nothing but the clearest and best quality of lumber, he builds his boats with an eye to beauty of lines and contour, as well as strength and serviceability. Many fast and elegant boats in these waters are exhibitions of his handiwork. They do a general repair business, on bicycles, sewing machines, cash registers, typewriters, lawn mowers, etc., besides opening and repairing safes. Being experts in their line, people will do well to consult them when in need of new work or repairs, as perfect satisfaction is assured.

**R. BAKER & SON.**

The pioneer feed store at No. 30 Yates street was established some 32 years ago by Mr. R. Baker, who is still the senior member of the firm of that name. Mr. Baker is certainly entitled to the reputation of being the pioneer in the feed business, as he built the first hay ever produced in the Fraser River country. His firm deals largely in flour, feed, hay, grain, etc., and enjoys a profitable city and country trade. They bear a reputation for handling only the best goods at very moderate prices. They have won their popularity by fair dealing and live up to it to the letter. Orders at the office or by mail receive instant attention. Messrs. R. Baker & Son have the endorsement of the public for honesty, honesty and integrity.

**THOMAS PLIMLEY.**

It cannot be disputed that the bicycle has passed the experimental or even the "fad" stage in our history and has become a large factor in our desire to become "a race of giants." To the dealer who thoroughly understands his business and who handles the best assortment of standard wheels is the man who deserves and gets the bulk of the patronage of the lovers of the cycling sport. Mr. Thomas Plimley, whose immense ware rooms are in the Metropolitan block, on Government street, opposite the post office, is certainly the largest dealer in bicycles and bicycle sundries in British Columbia. Among the standard wheels represented here are the Massay-Harris, Rambler, Crawford, Singer and Hummer, which are recognized at once as being superior machines. In his shop is a complete equipment for the manufacture and repair of every description. There is no work too large or too small for him to handle, and as his execution is perfect, no one need fear the return of the same trouble. He is the agent for the Berliner gram-o-phone, which is a Canadian product and excels the best imported. He recently received an order for two Buster Number motor cars, one 6½ h. p. and one 20 h. p. He is now erecting a building for the storage of cars. Mr. Plimley is an enterprising gentleman, and deserves the patronage of the community.

**A. AARONSON.**

This well known and frequented place has been an institution of the city for a number of years. It is one of the oldest houses in Victoria dealing in jewellery, watches, diamonds, etc., and making loans on property of value. Mr. A. A. Aaronson is the proprietor of this institution, located at 85 Johnson street. Mr. Aaronson makes loans of money on watches, diamonds, jewellery and things that are of value. Besides his loan office business he carries a large stock of jewellery, watches, clocks, diamonds, etc. It is a veritable curiosity shop of articles of value of varied description, and amongst these can be found rare bargains in unredeemed pledges, which he sells for cash or on installments. The proprietors, Mr. John R. Wescott and Mr. Elmer E. Wescott, are men of high integrity, generally admired in the business and social world.

**CLARKE & PEARSON.**

This firm are pioneer dealers in stoves, tinware, etc., having established their business in Cariboo in 1862, and later coming to Victoria. They occupy spacious quarters at 17 and 19 Yates street, comprising two main floors, 75x22 feet each. Mr. J. B. Clarke and Mr. Edward Pearson are both practical, experienced business men, and prominent citizens of the city.

**PALACE OF SWEETS.**

"Sweets to the sweet" is an old saying that may be disputed, for people who do not possess the sweetness of a cherub can be improved by a visit to the "Palace of Sweets," No. 45 Government street. Mr. A. Bancroft, the proprietor, has earned the reputation of making the finest candies to be found in the province. He carries a selection of home-made candies that delight the eye and the palate of the most fastidious; an assortment of all the delicate combinations and flavors in chocolates, bon-bons, taffies, Turkish nougats, and other kinds of candy too numerous to mention. His cozy parlors give one an opportunity to enjoy his ice cream, sherbets, ices, punches and sodas of all flavors which

Mr. Bancroft will guarantee for purity and excellence.

**W. R. HARTLEY.**

The large confectionery store of W. R. Hartley at No. 74 Yates street is a fascination to all who visit the city. This business was established a number of years ago by Mr. Hartley, who is an expert candy maker of 12 years' experience, and his store is well stocked with a fine assortment of delicious confections of his own make, which are recognized as the equal of any to be had in the city. The store has gained great popularity through the efforts of its genial proprietor, to supply only the best goods at the lowest prices.

**HARRIS & MOORE.**

Among the promising concerns of Victoria that are growing with rapidity is one owned and operated by Messrs. Harris & Moore, of No. 42 Broad street, machinists and dealers in bicycles. These gentlemen have been associated in business for the past three years, and have by good work and honest dealing gained the respect and patronage of the community. Their handsome store is stocked with a fine assortment of wheels, and though they make a specialty of the Pierce bicycles they are prepared to furnish such leading makes as Ives Johnson, Yale, Hyslop and other popular wheelers at the lowest prices. They do a general repair business, on bicycles, sewing machines, cash registers, typewriters, lawn mowers, etc., besides opening and repairing safes. Being experts in their line, people will do well to consult them when in need of new work or repairs, as perfect satisfaction is assured.

**DIXI H. ROSS & CO.**

When any house dealing in foodstuffs can point to years of constant and increasing success it can be promised that they only handle the best quality of goods, dealing fair and honorable by their many patrons, and sell at moderate prices. Such is the record of Dixi H. Ross & Co., No. 111 Government street, grocers, one of Victoria's best known firms. Having had very extensive experience in the grocery trade, and doing an immense annual business, they are able to go to the first markets in our own and other countries to secure their supplies and buying for cash enables them to give their patrons the benefit of greatly reduced prices, compared with those of their competitors.

**ROBERT MOWAT.**

One of the old-established stands and one that has always borne the reputation of supplying pure foodstuffs at fair prices is that of Robert Mowat, dealer in staple and fancy groceries, located at the corner of Douglas and Yates streets. He carries a large stock of all kinds of groceries, both imported and domestic, canned goods, table delicacies, dairy and confectionary produce, fresh and dried fruits, vegetables, general grocer's sundries, tobacco, cigars, etc. Mr. Mowat has wisely concluded to enter to the best class of trade, being an expert judge of all kinds handled and a close buyer in the best markets.

**J. KINGHAM & CO.**

The development of the wonderful coal resources of Vancouver Island has been of inestimable value to our citizens and our industries, the latter of which have sprung into prominence since the clapping of our fuel supply. The firm of J. Kingham & Company has been an important factor in the growth of our city and her industries. Their coal, the Native and imported varieties, are rich in heat-giving properties, leaving no cinders and a minimum of ash. They operate the large coal bunkers and what at 82 Store street, where they furnish coal in quantity to the shipping and to the trade. They are agents for the New York Underwriters' Fire Insurance Company, whose assets are over \$15,000,000 and is well known to need description. Mr. Joshua Kingham, the senior member of the firm, is admired by all for his high character and his knowledge of the trade.

The leading house handling this merchandise is the B. C. Junk & Hardware Company, Ltd., having their main store on Johnson street, a company of great financial strength, established some twelve years ago.

This corporation, under the able management of Mr. W. J. Burnes, has steadily grown till its turnover now rivals that of our largest houses handling the new article, and is regarded as one of the soundest and most reliable concerns in the district.

The B. C. Junk & Hardware Company make a specialty of every kind of old metal, rubber, cotton and woolen rags, bottles, etc., also carries a complete line of general hardware. In this branch Mr. Burnes' intimate acquaintance of the sources of supply and practical experience of some thirty years is used to the best advantage, resulting in a large connection with the surrounding loggers, contractors, carpenters, stevedores, builders, etc.

**B. C. DRUG STORE.**

A leader in its line and one of the best appointed and most up-to-date drug stores in this city is that of Mr. E. A. Anderach, at 92 Government street. The store is large and exceptionally handsome, in its fittings and appointments, and these with the handsome stock of cut glass, brie-a-brac, etc., make the place one which not only delights the people of the city, but the casual visitor, who is well surprised and pleased to find such an establishment in our midst. The stock consists of gold and silver ornaments, precious and semi-precious stones, and a fine line of ladies' and gent's watches of all sorts. Watch repairing, diamond setting and manufacturing are the specialties of the house. The high class of goods which Mr. Anderach handles and the unvarying sense of business integrity pursued by him are the agencies which have enabled his business to grow from a small beginning to a large and steadily increasing trade.

**E. ANDERACH.**

One of Victoria's largest and most successful mercantile concerns is that of Wescott Brothers, of 71 Yates street, retail dealers in dry goods and notions. This immense concern was established and conducted along modern lines, and by the introduction of up-to-date ideas into their business the proprietors have succeeded in leading their competitors, who look with disdain upon this form of advancement. The public, however, appreciate these methods, as is noted by the enlarged and ever-increasing business of the concern. They carry a complete line of fine dry goods, suitings, trimmings, notions, embroideries, ribbons, hose, gowns, etc., to supply the many wants of their most exclusive buyers. The proprietors, Mr. John R. Wescott and Mr. Elmer E. Wescott, are men of high integrity, generally admired in the business and social world.

**WESCOOT BROTHERS.**

One of Victoria's largest and most



TERRY & MARETT.

The subject that has always held the popular attention as to whether the greater responsibility rested upon the physician who prescribed or the pharmacist who compounded the drugs is in these columns. We believe that laws cannot be too stringent regarding the dispensing of drugs, and that young men like Messrs. Terry & Marett, whose guarantee, which is as good as their bond. A telephone call will receive prompt attention.

**FRED CARNE.**

Mr. Carne is the proprietor of one of the finest grocery and liquor stores in the city, situated at the corner of Yates and Broad streets, and one of the oldest established. He has successfully carried on the present business for over 21 years, and enjoys the reputation of carrying the best lines of liquors and fancy groceries in the city, which in his opinion is the record of Dixi H. Ross & Co., No. 111 Government street, grocers, one of Victoria's best known firms. Having had very extensive experience in the grocery trade, and doing an immense annual business, they are able to go to the first markets in our own and other countries to secure their supplies and buying for cash enables them to give their patrons the benefit of greatly reduced prices, compared with those of their competitors.

**LANDSBURG'S MUSEUM.**

43 Johnson Street.

About a quarter of a century ago Mr.

**LANDSBURG'S MUSEUM.**

43 Johnson Street.

Mr. Landsberg began to gather a collection of interesting and rare relics of the tribes of Indians of British Columbia and Alaska, till it is now without a rival on the continent. Landsberg's museum is devoted entirely to relics and curios illustrating the arts, habits, customs and mythology of the present and past Indians, and is almost as well known to the collectors of curios as is the British museum itself. Here are unique and wonderful carvings in wood, stone, ivory and bone, woven baskets of the most intricate designs, decorated in everlasting colors; crude and artistic totems, specimens of bark clothing, and headgear of every age; masks, necklaces, spears, war implements, cooking utensils, and thousands of articles of priceless value to the antiquarian. Amongst the islands throughout the northwest Mr. Landsberg's agents are scouring the country gathering the little that is now left to add to his collection.

**HALL & CO.**

There is no known mechanism that

requires so much attention and which gets the least as the human body. To care

fully regulate the system requires a judicious application of nature's herbs, roots,

barks and minerals prepared and skillfully compounded as tinctures, extracts,

powders, etc., by graduate chemists and

pharmacists who are legally and morally

responsible men. We take great pleasure

in naming Messrs. Hall & Co., corner

of Yates and Douglas streets, as being

a concern of the highest integrity

and honor, having earned this distinction

by the satisfactory methods and the ex-

treme care used in the preparation of

their product. Their line is complete in

every detail, comprising a selection of

the rarest of drugs and chemicals, patent

medicines, tonics, perfumes and novelties.

Their goods being strictly high

grade their prices are as low as could

be consistent with purity and general

excellence. These gentlemen comply strictly

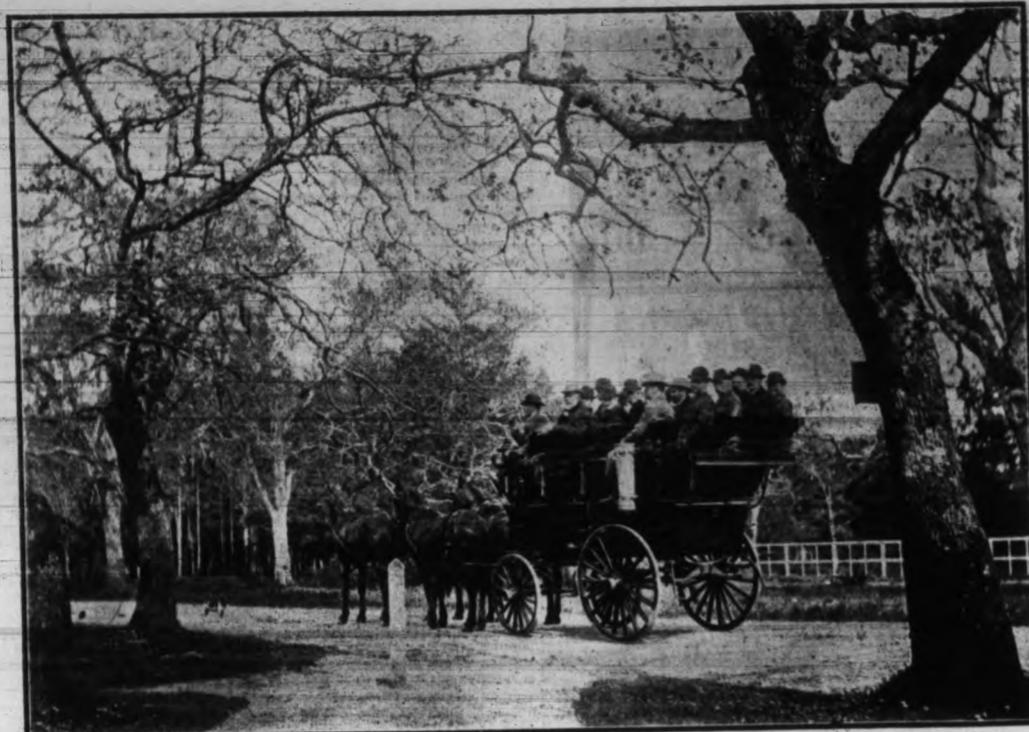
with the Dominion laws regulating

the sale of drugs and chemicals, and are

Sketches of Different  
Business Enterprises that  
have Won Recognition

# In Victoria's Field of Commerce

Including Wholesale and  
Retail, Manufacturing and  
Many Other Concerns



VICTORIA TRANSFER COMPANY, LIMITED.

This company was incorporated by a special Act of Parliament in 1883, and has ever since taken a prominent part in the commercial life of this, the Queen City of British Columbia. At all times has the management of this enterprising company kept in touch with the most progressive of Victoria's business men, who have worked hard to draw the attention of the world to the advantages and possibilities of this city as a commercial centre of the Pacific Coast. This company operates the largest number of public conveyances in the city; these carriages are the newest and of up-to-date styles, all fitted with rubber tyred wheels; besides these the company supplies baggage wagons, furniture and freight trucks, and the usual livery turnouts; these can be procured from them at any time on the shortest notice. Strangers and visitors will find it to their advantage to use this company's conveyances, their rates being reasonable and only reliable and civil drivers are employed.

The splendid four-horse-fally-ho coach was imported by this company, and during the summer months makes regular daily trips to the most interesting points around Victoria, and this service, so universally popular with tourists, has done a great deal to reveal to visitors the beautiful scenery in and around the city.

While this company has always kept abreast of the times in supplying the travelling and pleasure-seeking public with modern and comfortable turnouts, they are always doing an extensive business in heavy hauling and contracting. They have for twelve years supplied the British government with teams for the construction of the extensive forts around Esquimalt, and so satisfactory has this exacting service been performed that the secretary for war repeatedly awarded them this contract, which they still hold, requiring at times a large force of men and teams.

The officers of the company are Frank S. Barnard, president; A. Henderson, superintendent, and J. Rostein, secretary, and their office and stables are located at Nos. 19, 21 and 23 Broughton street, foot of Broad street.

#### ESQUIMALT WATERWORKS.

The establishment of an extensive system of waterworks to supply the demands of our suburban towns was the beginning of a new era for Esquimalt and Victoria West. When the operations began, some twenty years ago, there seemed but little prospect that either of the above named places would ever be large enough to need the great output calculated upon by the projected enterprise. Having Thetis lake and Goldstream as their source of supply, the Esquimalt Waterworks Company constructed a series of dams, 16 in number, to enable them to store and control sufficient water for the daily requirements. These dams range from 110 to 900 feet in length, and cost from \$4,000 to \$40,000 each. Twelve of them are at Goldstream and four at Thetis lake. Water is piped to consumers from Thetis lake, a distance of six miles, through 10-in. iron pipe, and it is delivered clean, cool and sweet to the people of Victoria West and Esquimalt. At Goldstream the company's dams impound the water for the development of power and light, which is used by Victoria and adjacent towns; and also by the B. C. Electric Railway Company for power for the operation of their system. Under the very efficient management of Mr. Theodore Tubbe the company has passed through its hardest experiences into a remarkably lucrative business, now being recognized financially as one of our foremost enterprises.

#### RADIGER & JANION.

A leading firm in the commercial world, and one that in importance and size is second to none in the province, is that of Radiger & Janion, of Victoria and Vancouver. Their Victoria office is at 82 Store street, while their Vancouver office is at 317 Cordova street west. They are commission agents and brokers in wines, liquors, ales, canned goods, cordage, etc. They represent: James Buchanan & Co., London and Glasgow; "Special," "Black and White," "Red Seal" and "White Seal" Scotch whiskies; A. Maquier & Cie., French brandies, Cognac, French, Adit Seward & Co., Bordeaux shippers of V. D. claret, burgundies and brandies; Les Fils de F. Schmid, Bordeaux shippers of claret and white wines; Grimble & Co., London, shippers of pure malt vinegar; Wedekind & Co., London, coffee and spice brokers; J. P. O'Brien & Co., Liverpool, shippers of Bass's ale and Guinness's stout, dagger brands; W. A. Ross & Sons, Belfast; ginger ale, Belfast; W. Coates & Sons, Nottingham, Eng.; manufacturers of hemp and wire ropes, twines, fishing lines, etc., and the Wm. Davie Co., Toronto, packers of canned meats, lard, etc. This concern is reliable in every respect, and enjoys the fullest confidence of the business world.

#### ROUCHUSSEN & COLLIS.

The discovery and development of large bodies of low grade ore in British Columbia have caused manufacturers of mining machinery to give special attention to modern devices which will reduce cost of operation and increase the output. Messrs. Rouchussen & Collis, of 7 Yates street, are selling mining and sawmill machinery and supplies, and can absolutely guarantee, on behalf of the firms they represent, first class material and workmanship.

Below are some of the houses for whom they are agents in British Columbia: Messrs. Fraser & Chalmers, of London, England; the Caldwell Bros. Co., of Seattle and Tacoma; the Vulcan Iron Works, of Toledo, Ohio, manufacturers of steam shovels; the Joshua Hendy Machine Works, San Francisco. Inquiries invited and estimates given.

#### PACIFIC TRANSFER CO.

Owing to the growing requirements of travel the necessity for competent service in the handling of baggage, household furniture and pianos, the Pacific Transfer Company has gained great prominence due to the success in this line. The travelling public declare that this company with its superb equipment is second to none on this coast, having all kinds of vehicles for carrying passengers, freight, baggage, furniture and pianos. They occupy a fine headquarters and have their uptown office, No. 4 Fort street. Their complete storage warehouse is provided with the newest appliances for the safe handling of valuable goods. They do a large amount of hauling, and by their promptness and capability have made a host of friends among the merchants and shippers. Goods packed or crated by their able assistants are safely shipped to all parts of the world. The fact that complaints are few is one of the best endorsements of their efforts to prove their reliability and efficiency. Mr. A. E. Kent, the sole owner and proprietor, is a very competent man, with long experience in this business. He personally superintends all hauling and packing, which largely accounts for the success of the company throughout its whole circuit.

#### JOHNSTON'S TRANSFER.

The convenience of a reliable transfer concern is best appreciated when one arrives in a strange city at perhaps a late hour and finds an obliging concern like Johnston's transfer, who are willing to handle their baggage for them. This gentleman has made his reputations on this one fact, and in truth it is his specialty. He hauls our heavy baggage with the greatest care, and has exploded the old idea that all transfer men are "baggage smashers." He will call at your home at any hour, whether it is for a dozen trunks or just a suit case, with the same courtesy. A call on "phone 606 will bring a hack or a wagon day or night, rain or shine, and once called he may be depended upon to "get there." Visiting tourists can get the best of service here. Mr. G. J. Johnston is the proprietor, and bears a reputation for integrity and upright dealing. His offices and barns are at 125 Douglas street, where a visitor will find a complete equipment.

#### ST. ANN'S CONVENT.

The convent of St. Ann's was established in Victoria in 1858 by members of the order known as The Sisters of St. Ann, as a branch of the famous convent of the same name near Montreal. From a tiny school in a log cabin it has grown to an immense college surrounded by spacious grounds, occupying an entire block, within a short distance of Beacon Hill park. Being exclusively a young ladies' school, the studies are selected with the view of preparing them for their battle of life that they may be a credit to themselves, their people, and the community. The five grades are primary, junior, preparatory, senior and graduating, taking up the elementary studies until perfected, and later languages, physics, domestic science, etc. At present there are about 200 scholars, ranging in age from 7 to 21 years. Physical culture is taught and encouraged, and well equipped gymnasiums, basketball and tennis courts are furnished for general use.

#### RICHARD BRAY.

There is no place in Victoria better known than the livery stable of Richard Bray, located at 122-124 Johnson street. It was established a number of years ago, and since its inception has increased so rapidly that it is now one of the largest in the city. His spacious premises occupy a two-story brick building 150x100 feet in dimensions, and here he operates a number of horses and rigs, and is prepared to furnish any style of livery that may be desired. He makes a specialty of feeding and caring for transient stock and boards horses regularly. Mr. Bray is well known among the business circles of the city, and has gained his popularity by fair and honorable dealings with his many patrons.

#### VICTORIA HOTEL.

Victoria is especially fortunate in respect to her hotels, and for a complete and adequate business review it is necessary to give due regard and attention to hotels, which it is conceded are as well appointed and as comfortable as any to be found in the province. One of the oldest and best appointed hoteliers in the city is the Victorin hotel, located on Government street. The building is a substantial brick structure, of three stories, containing nearly 100 handsomely furnished rooms. The Victoria is known not only in Victoria but throughout the Pacific Northwest, and is deservedly popular with the travelling public. The hotel was founded a number of years ago, but was recently purchased by Messrs. Wolfenden & Millington, who are the genial proprietors and managers of the hotel. The rates are \$2.50 per day and up, according to location, and the hotel is comfortably heated by steam and thoroughly illuminated by electric lights, while a fine bus meets all trains and boats. The bar is located directly off the office, and is supplied with the best liquors, wines and cigars obtainable. Messrs. Wolfenden & Millington are meeting with great success, and enjoy the patronage of the best known people in the province.

#### F. J. BITTANCOURT.

The business enterprises of Victoria are noted for their solid, substantial character, and her business men for their energy, liberality and the hearty welcome they give to all new enterprises, being alive to the fact that the more varied the manufacturers and commerce of the city, the more steady will be the growth and prosperity of the community. Every line of business and profession is represented here, and a leader in the auctioneer business is Mr. F. J. Bittancourt, who is one of our most progressive citizens. To be a successful auctioneer a man must be a good sound, logical speaker, but a man of genial disposition, possessing the happy faculty of amusing and holding his patrons. Such a man is Mr. Bittancourt, who is well known to all Victorians. Mr. Bittancourt conducts a very extensive business besides his auctioneer work, at his auction rooms, at the City Auction Mart, where he recently moved. He carries a large stock of new and second-hand furniture, art goods, etc., and many fine things to be had at very reasonable prices. He also attends to orders for sale at residences, as well as sales of real estate, business chances, merchandise, stock, farm implements, etc.

#### BALMORAL AUCTION MART.

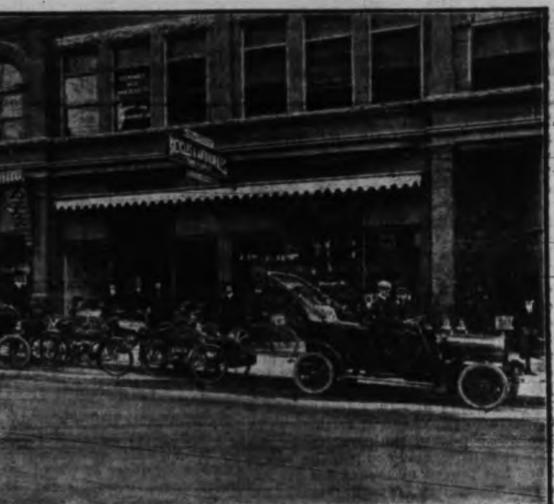
Among the newest and most successful concerns who have established records among the purchasing public we note the Balmoral Auction Mart, which is operated under the efficient management of Messrs. L. Eaton & Co., at the corner of Douglas and Fort streets. Mr. Eaton, the senior partner, is a man whose experience dates back many years, and he has shown his ability as an auctioneer and business manager, for since he opened his present place of business it has made great strides forward and upward in popular favor. This firm buys, sells and exchanges whatever commodity may be offered, at the most liberal current rates, and conducts a general commission business as well. Their spacious ware-rooms are the headquarters of the thrifty buyer who sees great advantages to be secured by visiting this store. The concern conducts regular sales at stated intervals where competitive bids secure for the buyer the coveted article at a remarkably low figure. Mr. Eaton is a hustler, who is ever on the alert to secure business, and enjoys the popularity he has so justly earned.

#### JUBILEE GREENHOUSES.

The love of flowers is a sentiment as strong as our attachment for home; indeed, so closely associated are the two that a home without flowers and trees seems only half complete. An establishment like the Jubilee Greenhouses, of which Messrs. W. & L. Russell were the founders, is a boon to any community and encourages the raising of plants and flowers. Their office and greenhouses are at the corner of Rad and Douglas streets. He is an expert in floriculture, and makes a specialty of bouquets and designs for weddings and funerals, attending to the decoration of halls, rooms, etc. They always have a full stock of cut flowers, potted plants and ferns on sale. Orders are given prompt attention, and their prices will be found most moderate.

#### VICTORIA FLORAL CO.

The manager and owner of the Victoria Floral Company, Mr. A. J. Woodward, is one of the pioneer florists and largest growers of hot-house plants, green stuffs, etc., in the province. Situated on Fairfield road, his greenhouses cover a large area of land, where the sunshine and salt water breezes make a beautiful spot and a thriving place for flowers. He makes a specialty of cut flowers, bouquets, wreaths, etc., and his well appointed down town office is situated near the corner of Government, or Fort street. Mr. Woodward enjoys the trade of the entire northwest, and does a large business in the States.



PLIMLEY'S STORE, GOVERNMENT STREET.

#### R. N. JOHNSTON.

It may appear startling to our visiting friends when they enter our balmy climate and note the luxury of our early vegetation and flowers, but climatic conditions favor us, and assisted by our rich soil, we find no difficulty in producing the rarest of nature's beauties. A large share of the credit for our perfect specimens belong to the nurseryman, who by careful budding, grafting and cultivation has greatly improved the old varieties and established new ones. Mr. R. N. Johnston, whose office and salesroom is in the city market on Cormorant street, is an expert seedsmen, nurseryman and florist, noted for the beauty of his product and the number of hardy varieties of fruit and ornamental trees he has produced. His nursery on St. Charles street is well worth a visit, for there one will find the choicest of roses, carnations, etc., blooming and ready for inspection and sale. He deals in seeds, plants, bulbs, roots, and nursery stock, having as complete a selection as can be found in the province. He guarantees his product to be as represented, and we know that his guarantee is good.

#### JAMES K. REBECK.

The progress of industrial development in the Northwest has afforded a bountiful field of operation for men of courageous spirit and a genius peculiarly adapted to great undertakings of construction work. Within the next few years gigantic strides are bound to be made in overland transportation, and other engineering feats will be the order of the day. A consulting engineer of established reputation cannot fail during the next decade to find his hands full in laying plans for the construction work demanded in a rapidly developing country, and a wide-awake man can easily build for himself a national reputation here with comparatively little effort. Such a man is Mr. James K. Rebbeck, who has behind him a record of years of successful practice, and his operations cover a large area, as he is able to handle work in all parts of the Pacific Northwest. Mr. Rebbeck is probably better known as a mechanical engineer and naval architect, as he makes a specialty of designing and installing all kinds of engines, boilers and all kinds of machinery.



VIEW OF THE ARM.

#### JAY & CO.

Important among the industries of this province is that of horticulture and horticulture, and it is the responsibility of the dealers of the primary product that makes eventual satisfactory success. Jay & Co., of No. 13 Broad street, have been tried out for a good many years, and the growth of their business attests to the confidence that is placed in them by the community. They enjoy the popularity they have so justly earned, and their show rooms are always full of people who desire to purchase of their guaranteed product, shade, fruit and ornamental stuffs, etc., in the province. Situated on Fairfield road, their greenhouses cover a large area of land, where the sunshine and salt water breezes make a beautiful spot and a thriving place for flowers. They make a specialty of cut flowers, bouquets, wreaths, etc., and their well appointed down town office is situated near the corner of Government, or Fort street. Mr. Woodward enjoys the trade of the entire northwest, and does a large business in the States.

#### NOAH SHAKESPEARE.

No position is more trying or requires a man of more ability or stability than that of the postmaster. Mr. Noah Shakespeare, who has served in that position for the past 18 years, has proven in more ways than one that he possesses both ability and stability. Mr. Shakespeare is one of the pioneers of the province, having left England in 1862, coming by the way of Cape Horn to this country, and ever since then has been both a property holder and resident in this community. During the many years Mr. Shakespeare has acted as postmaster his services have been entirely satisfactory to the public and government, and there is no doubt but that they will continue to be so. Under his able management the rapidly growing business of the Victoria post office will be carefully managed.

#### J. T. HIGGINS.

Nowhere in the world do the flowers grow and bloom more fragrant and beautiful than in this Eden of the Sound country, and nowhere do they find more liberal uses than at the hands of taste-people of Victoria. The houses of this city are noted for their great enterprise and artistic skill in plant cultivation. One of the most distinguished florists in this section is Mr. J. T. Higgins, who has had many years of experience in the floral business, and is an adept in the science of floriculture. His office and greenhouses are located at 221 Fort street, where he operates a large area under glass. Mr. Higgins is one of the most successful florists in the city, and has a trade throughout the Sound country. He makes a specialty of cut flowers, roses, carnations, wreaths, palms, etc., and furnishes artistically arranged designs for churches, funerals, weddings, and social functions.

#### C. H. TOPP.

For the past six years the office of city engineer has been filled by Mr. C. H. Topp, and he has conducted its affairs with ability and faithfulness. He is uniting in his work, and successfully handling large forces of men in all parts of the city. Mr. Topp keeps close watch upon and supervision over all his subordinates, and upon all work done for the city, or over which the city has authority. During his service the work has immensely increased, and the burdens and responsibility of the office also, but Mr. Topp has been found equal to the work, and has managed it creditably to himself, and with general satisfaction to the public. Indeed the city is beginning to be able to take pride in itself, and so, owing to Engineer Topp's energetic and efficient work. Nearly all of the city's paving and the laying of the sewage pipes has been done under his supervision.



VIEW OF ESQUIMALT HARBOR.



THE BALMORAL HOTEL.

Situated in the heart of the city of Victoria, occupying an entire block on Douglas street, we find the stately and beautiful Balmoral hotel. Being a first class establishment, it has enjoyed the patronage of the best people. The hotel was taken over four years ago by Mrs. M. J. G. White, who also runs the Hotel Brunswick. A careful manager, a keen and conscientious business woman, and is endorsed by her guests and acquaintances. The hotel has eighty large, well lighted and heated rooms, spacious halls and broad staircases, tastefully furnished with an eye to comfort and luxury. The commodious and cheerful dining room is a feature of the Balmoral hotel. Snowy linens, glistening glassware and cutlery are not the specialties in this house, as is too often the case in hotels, though these features contribute largely toward a successful dinner. The cuisine of this house is celebrated being the best in this or any other city. The most delicate viands, soups, game, roasts, fowls, and pastry, prepared under the supervision of the manager, have made the table of the Balmoral famous. At the desk we find the genial and obliging clerk, Mr. W. G. Anderson, who is willing at all times to impart such information as may be requested of him. A corps of twenty-five trained assistants all help to make this hotel a resort to be sought after. A choice of either the American or European plan leads to the desirability of this hotel, and the rates being \$1.50 to \$2.00 per day, places the accommodations within the reach of all.

# An Empire of Timber

**British Columbia Has Greatest Forest Wealth of Any Region on Continent—Opportunities for Pulp Industry—Progress of Lumbering**

**T**HIS TIMBER wealth is one of British Columbia's most important assets. It represents results more immediately available, perhaps, than those of any other line of industrial activity, with the exception of mining. Experts say that within the confines of this province is the largest compact area of marketable timber on the continent, and were it not for the destructive forest fires that have ravaged the extensive timber zones in years past, the supply would be immeasurably greater. Unfortunately the agencies of fire-fight could not be resisted owing to the unsettled state of the country, but every effort is now being made by provincial and federal governments to prevent any further devastation by this means.

The coast, in particular, is richly endowed with timber. The forest line follows the inlets and river valleys as far north as Alaska. Logging operations have extended as far as Knight's Inlet, a point on the Mainland, opposite the north end of Vancouver Island. Here the Douglas fir, the most important and widely distributed of the valuable trees, disappears altogether, and the cypress of yellow cedar takes its place. North of this, cedar, hemlock and spruce are the principal timber trees. The Douglas fir, of which much has been written, was named after David Douglas, a noted botanist, who explored New Caledonia

though they are still in demand when a shingle of superior quality is desired. The wood of this tree takes a very brilliant polish, and is well adapted for interior finishing of all kinds. So great is the variety of shading in the color of the wood that a large house may be finished in it without two rooms being alike. It is not only largely exported, but is now being shipped in increasing quantities to Eastern Canada. In British Columbia it enters largely into the manufacture of doors and cabinet work of all kinds. Like all the cedars, it lasts well underground, and on this account is much used in the form of telegraph poles and fence posts. The immense canoes made by West Coast Indians are, with very few exceptions, made of this wood.

In addition to its value commercially for shingles and interior finishings, it is the friend of the settler, inasmuch as out of its straight-grained logs he can build his house, make his furniture and fence his farm, and that solely with the use of the most primitive of tools—an axe, a saw and a tree. Owing to increasing demand for shingles in Eastern Canada and the rapid filling up of the Northwest, cedar limits are now becoming very valuable, and the shingle industry especially is assuming large proportions.

The Yellow Cypress is not nearly so abundant in British Columbia as the Arbor Vitae, nor is its circumference so great. Its height is about the same as the Arbor Vitae—150 feet—and its average diameter is about four feet, though

Western hemlock is for many purposes just as serviceable as other woods which cost more. Its bark is rich in tannin, but it is too thin to be extensively used while there is such an abundance of Douglas fir in the same region. As its habitat is generally at no great distance from the sea, it is a wood which could be transported to shipping points without great expense. When young or growing singly, the tree is decidedly pretty, and the yew-like fronds which enshroud the trunk form a most welcome and soft bed for the weary prospector or trapper.

The Engelmanni spruce of the Rocky and Selkirk mountains is the most useful tree growing in the interior of British Columbia, and is there largely used in bridge and trestle work and for heavy construction work generally. In the valley of the Columbia it is often more than 150 feet in height and 5 in diameter. The wood is very much like that of the black and white spruces, and may be used for the same purposes. This was the chief wood used in the construction of the Canadian Pacific railway from the Rocky mountains westward.

The Menzies spruce grows chiefly in the immediate vicinity of the coast, ranging in British Columbia from the international boundary north to Alaska. In the southern part of the province it grows scattered among other trees, but in the north it is relatively much more abundant, growing sometimes in large clumps. Though averaging less in diameter than the Douglas fir, occasional trees of great size are found. Those cut for lumber are, however, seldom more than five or six feet in diameter. No other tree on the West Coast is used for such varied purposes, and as it is easily worked up by machinery there is a great

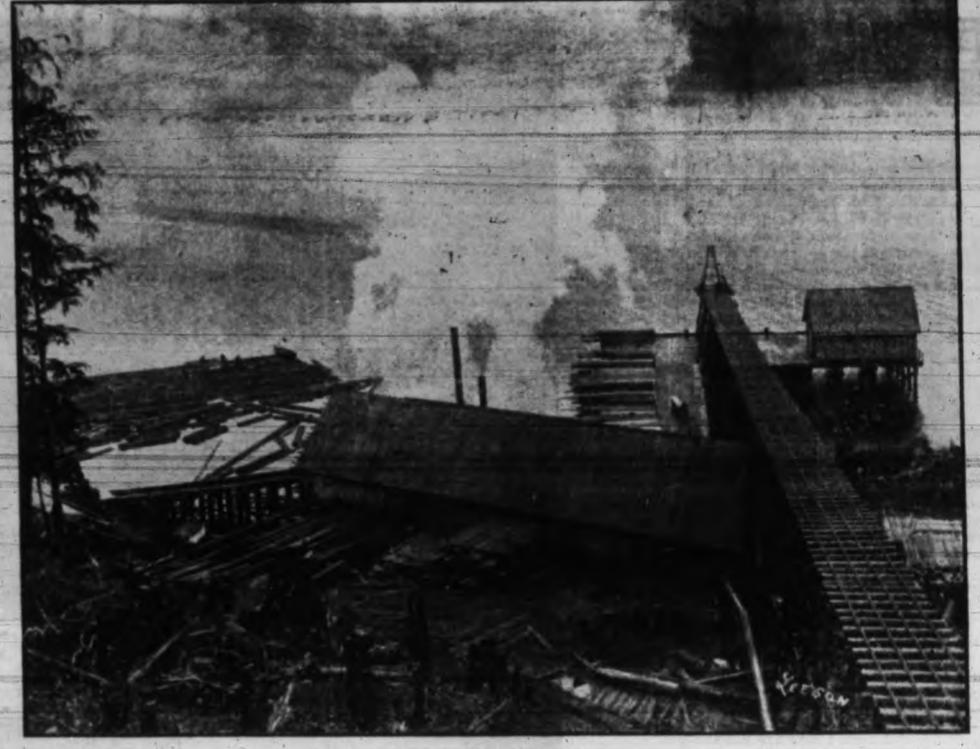
The aspen poplar, widely distributed tree, occurs in nearly all parts of the province, and particularly throughout the northern interior. It is a very useful wood, although in British Columbia not largely useful. It is used in many parts of Canada for fence rails, firewood and making log houses. Commercially, where in sufficient quantities and easily available, it is valuable for the manufacture of pulp. The wood of the aspen is light and easily worked, and in the East is used for woodenware, light barrels such as those used for sugar and flour, and for crates and light boxes. It is also employed in the manufacture of furniture, and no doubt in the future it will be available for such uses in some parts of the province.

The broad-leaved maple is common on Vancouver Island and along the coast in the southern part of British Columbia. It is the most valuable of the deciduous trees of the West Coast. Though not as hard or as strong as the hard maple of the East, the wood is much better than that of the Eastern soft maple. Much of it is "curly," which adds greatly to its value as cabinet-making material. It is used in the manufacture of furniture, mantles and handles, and for interior finishing. It grows to a large size, sometimes attaining a diameter of from three to four feet. It takes a fine polish. Some specimens of it may be seen in the interior of the government buildings at Victoria, the beauty of which as wood would be difficult to excel. It will consequently grow more valuable each year. When grown in the open, the broad-leaved maple makes the most effective shade tree we have. A characteristic feature is, of course, its broad leaves, which invariably attract attention and are greatly admired by strangers.

In addition to these are the Western larch and mountain larch, the Western white fir, the Western yellow or balsam pine, and the scrub pine, as well as the yew and juniper. Two native maples, the vine and Acer, the poplar or cotton wood, the canoe birch, arbutus, dogwood, buckthorn and crab, also abound in various parts of the province. The hard woods are usually found in bottom lands, and indicate fruitfulness of the soil. There is no part of British Columbia in which the timber supply is not sufficient for local demands.

#### The Timber Limits.

The principal timber limits—the regions in which the great bulk of timber wealth is situated—are Vancouver Island—the valleys of the Cowichan, Chemainus, Nanaimo, Englishmen's Little Qualicum, Big Qualicum, Comox, Oyster, Campbell, Salmon, Adams, and



MILL AT QUATSINO.

is, with British Columbia, United States, German and other manufacturers (principally British). To meet these equal grounds and obtain a share of the market will take time and enterprise. The advantages on the side of the British Columbia manufacturer will be cost of production and geographical situation. With abundance of raw material and water power, there is no reason why the latter could not, in the lines he would naturally undertake to manufacture, such as news, wrapping paper and certain grades of cheaper stationery paper, himself all competitors, or at least successfully hold his own.

No mills for the manufacture of wood pulp or paper are at present established in this province, but no portion of Canada can show greater advantages for these industries. Water-powers can be found on the coast of the Mainland which afford unique facilities for industrial works, owing to their situation adjacent to deep water, to their ease of development, and to their being in the centre of the timber areas. In addition to the water-powers on the coast, there are numerous fine water-powers in the interior of British Columbia, where can also be found immense quantities of wood suitable for pulp; but at the present time the rate of freight to the coast would be a bar to successful competition in the outside markets.

Possibilities of Pulp Industry.

During the last few years marked attention has been devoted to the possibilities of the pulp industry in this province. Several preliminary or promote companies were formed, and the government, with the object of encouraging the manufacture of pulp and paper, passed legislation enabling these companies to secure for a limited time concessions of timber and water power on special terms. At the time of writing actual operations have not commenced, but active negotiations have been going on with capitalists that can be seen in view.

There are, however, one or more important considerations to be kept in mind. The market for pulp alone, apart from a paper mill, is not large enough for a large pulp mill. Japan is practically the only consumer of that product, so far as this province is concerned. The output of pulp must be largely consumed by the local paper-mills for the products of which there are very exclusive markets in Australia, South America and other countries bordering on the Pacific Ocean. There is, too, in British Columbia and the Northwest a home demand, which is rapidly extending—not sufficient, perhaps, to absorb the entire output of a paper mill, but nevertheless an important market in that connection.

There are also to be considered the questions of labor and shipping facilities. Labor on the coast is higher than in the East; but the natural conditions are so favorable that careful estimates show that even the cost of labor would be a bar to successful competition in the outside markets.

#### Practically Inexhaustible.

Along the coast-line of the Mainland of British Columbia and Vancouver Island, and practically inexhaustible areas of pulp woods can be found. South of Knight's Inlet the most abundant wood is the Douglas fir, which is successfully used for the manufacture of chemical pulp. Its suitability for mechanical pulp is not so certain. North of Knight's Inlet is the spruce and hemlock belt, affording enormous supplies of excellent pulp wood—the Sitka spruce especially being unequalled by any other wood for pulp purposes. These woods cover large tracts immediately contiguous to the sea coast, so that logs can be landed at the mills at very low cost.

An important point in favor of the industries on the sea coast of British Columbia is the mildness of the winters, which admits of operations being carried on throughout the whole year. The forests of this province are much more densely wooded than those of Eastern Canada, 500 cords per acre being not uncommon. While from 100 to 150 cords may be taken as a fair average of good timber lands. With proper husbanding the forests are practically inexhaustible for pulp wood purposes. This is essentially a timber country. Atmospheric conditions are especially favorable to tree growth, which is very rapid, and the extent of otherwise valueless country along the coast that can be devoted to forestry is enormous. Most assuredly, as already pointed out, to its wealth of raw material, excellent water-powers and geographical position, British Columbia occupies a position of eminent advantage in competing for the pulp and paper trade of the Pacific.

An important factor bearing upon the future of British Columbia as the centre of the pulp and paper trade of the Pacific is the rapid depopulation of the forests of the United States, and it is confidently anticipated that the importation of Canadian pulp and pulp-wood to that country, already large, will continue to rapidly increase. In conclusion, there is no industry, not even mining itself, which gives greater promise of commercial value and general importance than that of the manufacture of wood pulp and paper in this province.

#### Density of Timber Areas.

A special feature of British Columbia timber areas is their density, the yield being greatly in excess of that obtainable from equal areas in Eastern Canada. The average cut in Ontario is about 10 cords per acre, while upon the lands secured by these companies the estimated cut is over 100 cords per acre. This density enables logging to be carried on to great advantage, and it is estimated that the cost to wood at the mills for many years will be at least one-third the aggregate cost of ocean traffic on the Pacific.

Another consideration of moment must not be overlooked. The market while it exists must be cultivated, and pulp and paper manufacturers will come into competition in the foreign market, in certain

lines, with British Columbia, United States, Germany and other manufacturers (principally British). To meet these equal grounds and obtain a share of the market will take time and enterprise. The advantages on the side of the British Columbia manufacturer will be cost of production and geographical situation. With abundance of raw material and water power, there is no reason why the latter could not, in the lines he would naturally undertake to manufacture, such as news, wrapping paper and certain grades of cheaper stationery paper, himself all competitors, or at least successfully hold his own.

The home market is a rapidly-growing one, and with the steady growth of population a correspondingly rapid increase of the requirements in the way of paper may reasonably be anticipated. The long distance from the Eastern mills and the freight rates make competition from the East impossible.

Japan probably furnishes the greatest possibilities for the future, the imports of paper in 1900 amounting to over \$2,000,000, and that of pulp to about \$230,000. Both the demand for pulp and paper in Japan is increasing very rapidly, and the pulp mills of this province will be in the best possible position to supply it.

The Australian market is perhaps the most important at the present time. There are no suitable pulping woods on that continent, and no water-powers, so that Australia is almost wholly dependent upon outside sources for its supply of paper.

The advantage of geographical position possessed by British Columbia in competing for the Oriental and Australian trade is shown by the following table of distances:

From Vancouver, London, Miles.	From Yokohama, Miles.
Vancouver	4,238
Hongkong	6,271
Shanghai	5,461
Brisbane	6,775
Sydney	7,295
Auckland	8,068

#### An Interesting Industry.

There are some places, such as Chemainus, on Vancouver Island, whose welfare is largely, almost exclusively, dependent upon the lumber industry. It is intensely interesting to watch the giant logs grappled in the water and drawn up the slip to the big band saw, the first stage in the process through which they have to pass.

At the wharves there may be half a dozen or more big lumber carriers waiting to receive their millions of feet of cargo consigned to foreign markets. Away back from the mill is the logging camp, many hundred feet above the sea-level, where the serenity of the virgin forest is rudely disturbed by the thriling operations in which the logger is the chief actor. These loggers are drawn from all classes of men. They are big, rough fellows who have known but little of any other life, and who are perfectly contented with their lot, and there are men of education who love the calm and healthful atmosphere of the forest, the fragrance of the pine, the "simple life" of the woodsman, away from the ribald pleasures and nerve-tracking strife of the city. There is a splendid life—a life of strife it is true, but a manly and invigorating one. Dollars do not spin in never ending volume across their minds, and to them the toils and tribulations of the counting house and office are strange.

Some erect temporary houses for their wives and families, structures that are hastily torn down as the scene of labor is shifted farther back in the mountains.

Statistics of the timber and lumber industry are not available prior to the year 1888, when the reports of the inspector of forests began to be published. Since that time a very complete annual statement has been included in the report of the chief commissioner of lands and works. However, a careful estimate of the cut of timber in the province since the commencement of the industry, made from available data in various years, gives the following result: To 1871, 250,000,000 feet; from 1872 to 1888, 595,000,000 feet; from 1889 to 1903, inclusive, 1,398,227,200 feet; in 1904 up till the end of November, 325,271,568 feet, or the aggregate 2,708,498,771 feet. It to this is added the above the amount of lumber manufactured on Dominion government lands—about 350,000,000 feet, and cut from private lands, concerning which there is no official record, the total will be very materially increased.



LUMBERING IN THE WOODS.

In the early part of this century, it is a tree that is very widely dispersed, being found from the coast to the summit of the Rocky mountains, as far east as Calgary, and as far north as Fort McLeod. On the coast it reaches immense proportions, is very high and free of imperfections, sometimes towering 300 feet in the air, and having a base circumference ranging from 30 to 50 feet. The best averages are 150 feet, and five to six feet in diameter. This is the staple timber of commerce, and is often classed as Oregon pine. It has the same specific gravity as oak, with great strength, and has a wide range of usefulness, being especially adapted for construction work. Scientifically, it stands mid-way between the spruce and the balsam, and in the opinion of well-known naturalists is a valuable pulp-making tree. According to authorities it attains its greatest size on Vancouver Island, along the shores and in river valleys near the coast on the Mainland. There, trees 300 feet in height are not rare, the average height of those felled for lumber being over 150 feet. Trees of a greater diameter than seven feet are rarely cut, though those of eight, ten or even eleven feet in diameter are not rare.

The fact that the largest trees are found near the coast greatly facilitates the transport of the logs from the woods to the mill, and a majority of the mills are so situated that the largest ships may load within a few yards of the saws, the cost of 1,000 feet of handling Douglas fir and other West Coast lumber is small.

#### The Principal Trees.

Douglas fir is being largely employed in shipbuilding, bridge work and the construction of wharves. It is exported as dimension timber, lumber, spar, masts and piles. Locally it is used for construction work of all kinds, fencing and railway ties, and in the manufacture of furniture. Its durability, when excluded from the air, adds greatly to its value for pile work in the construction of bridges and wharves. The bark of Douglas fir is largely employed in tanning.

The Giant Arbor Vitae is next to the Douglas fir in importance in British Columbia, and attains its greatest size on Vancouver Island, along the coast and in the lower parts of the rivers of the coast range. It is rarely found in the dry interior of British Columbia, but is abundant in the river valley on the slopes of the Selkirk and coast ranges. Though seldom found more than 150 feet in height, in circumference it rivals the Douglas fir, trees of from 8 to 10 feet in diameter not being rare, and they are occasionally found much larger.

It is chiefly used in the manufacture of shingles, for which it is unequalled by any wood. Formerly the shingles were made by hand, the wood splitting easily, but improved machinery has so lowered the cost of production that comparatively few hand-made shingles are now used.

occasional trees attain five feet. The yellow cypress is confined to the coast and the adjacent islands. In the southern parts of British Columbia it is not found at sea level, the finest trees growing at altitudes of from 1,000 to 2,500 feet. Though valuable for many purposes, the wood of the yellow cypress is not extensively used at present, the cost of transportation to the seaboard being too great. On the Queen Charlotte Islands it descends to the coast. When lower levels have been cleared of other trees the yellow cypress will be utilized. This wood is very durable, and on account of its pungent odor it is credited with resisting the teredo. Its grain is very close, and as the wood takes a very high polish, it is greatly valued for interior finishing and for the manufacture of furniture. It commands a higher price than either Douglas fir or Arbor Vitae. The natives along the northern coast of British Columbia make many articles for domestic use from this wood. It is especially valuable for its lasting qualities. In a wet climate, such as is prevalent at Port Simpson, where it was found in old Hudson's Bay Company foundations, this is remarkable. J. R. Anderson, deputy minister of agriculture, in a paper for the Forestry Association, says that on account of its liability to shrink, lengthwise as well as laterally, it requires to be well seasoned before use. The long and slender pendulous fruits which hang from the branches give the tree a very graceful appearance; and the strong pungent odor which it emits when freshly cut, and which it never loses, renders it very easy of identification.

The wood of the Western pine is found in quantity near the coast, and so far it has been used for Western purposes only. The best of these is pine—anticlinal, which is little inferior to the white pine of the East. It is found in the interior of Vancouver Island, and is abundant in the southern parts of the coast range, where there is heavy rainfall. In the Selkirk mountains it is not very common, but attains a considerable size on the mountain slopes. The wood is used for the same purposes as the Eastern white pine. Mr. Anderson says: "It is the most useful wood for window sashes, doors, powder barrels and similar work. Being a white and very light wood, it is unsuitable for outside uses, and has a tendency to absorb moisture when in contact with the ground, and is, therefore, liable to decay." It has not heretofore been used to a very great extent. It is a splendid looking tree, having bluish-green fronds and cones from 8 to 12 inches long.

The black pine replaces the jack pine, on the eastern slopes of the Rocky mountains. It is abundant in the northern part of the interior plateau of British Columbia, where it covers great areas. In the southern part of the province it is most abundant at altitudes ranging between 3,000 and 4,000 feet. Though esteemed of little value here, it is a tree that is quite impossible to grasp with the naked hand, and this renders it very easily distinguished from the other British Columbia conifers.

The Western hemlock is abundant along the whole coast of British Columbia and in the interior of the province, wherever there is sufficient rainfall. Along the line of the Canadian Pacific railway, in the Selkirk mountains, it is very plentiful, but seldom better quality than that of the Douglas fir. In New Westminster district—Along the Fraser and Pitt rivers; on Burrard Inlet, in South Vancouver; on Howe Sound; the principal inlets of the coast as far as Knight's Inlet.

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Nimkish rivers, and French and Black creeks, along other streams and tributaries of the foregoing rivers, and in the Alberni valley.

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On the islands in the Gulf of Georgia, notably Grouse, Vidal and Hardwick, North of Knight's Inlet, as already stated, come the cypress and considerable spruce that will be largely utilized in commerce.

#### Density of Coast Timber.

The great feature of the coast timber

that pulp can be manufactured several dollars a ton cheaper here than in Eastern Canada, on that account. The location of the timber reserves on the water's edge, with water carriage to the mills, is the explanation of that, and will compensate for increased cost of labor. Shipping facilities and competition in ocean vessels is more limited on the West than on the East Coast, but the development of ocean traffic on the Pacific is so rapid that any present disadvantages on that score will soon be overcome.

Another consideration of moment must not be overlooked. The market while it exists must be

# Flourishing City of Vancouver

**P**ERHAPS there is no feature in the history of the extreme Canadian West that stands out more conspicuously than the growth of the city of Vancouver. It is to-day a sturdy, strenuous exemplification of the colonizing and developing power of a railroad, and with such a force behind it there can be no uncertainty as to its future. When that great band of steel known as the Canadian Pacific railway entered upon its mission of nation making it awakened from East to West forces that had long lain dormant; it infused into a sleeping vastness new life, hope and ambition, and prominent among this unparalleled list of achievements to its credit was the creation of Vancouver. It is true there may have been a Vancouver without the C. P. R., because the place enjoys certain natural advantages that could not be ignored by the investor or other railway enterprises, but it would not be the Vancouver of to-day; its proportions, its population, and its progress would have been immeasurably less. It was made by Canada's pioneer continental railway; it was fostered by that same enterprise, and through the same agency it received an impetus that has sent it bounding along the highway of prosperity like one of those mighty engines that brooks no interruption on mountain and plain.

It has a splendid harbor, one of the finest on the coast, and in that harbor and along its shore there is constant activity. The big C. P. R. passenger liners, the Empress vessels, are at home when they cast out their lines, the large carriers that plow to and fro from the Islands beneath the northern Cross are continually departing and arriving, while vessels en route to the north or south make that a very important port of call. The busy appearance of the harbor has a perfect duplication along the shores. There the sawmill industry flourishes in ever increasing volume, cutting hundreds of thousands of feet of lumber, and millions upon millions of shingles yearly for the markets of the Canadian Northwest and Eastern Canada. This industry has called into existence a large fleet of small craft, while auxiliary to the cannery enterprise on the Fraser are a flotilla of little steamers and tugs which steam in and out of the harbor night and day. Railroad and shipping enterprises go hand-in-hand, and the growth of Vancouver in this respect has been uniform. The latter received very liberal grants during the rush to the Klondike gold fields, and as was the case with the other cities of the Pacific Northwest, there developed for it an avenue of trade that still endures on an extensive scale.

Manufacture is steadily increasing, and new lines are being added yearly. Aside from the lumber and kindred industry, and the salmon canning of the Fraser



CITY OF VANCOUVER.

river, which has a large effect locally, there are no very great establishments in the manufacturing line, if one or two exceptions, such as the B. C. Sugar Refinery, are made. That industry is unique in that the raw product is entirely imported. A very large plant has been built up and a big establishment with a large number of employees is maintained. The sugar, which is all from cane products of South and Central America, and the Fiji and Far East India Islands, is brought in the raw state by steamers, and the finished product is known from here to the Great Lakes.

With the development of lumbering, shipping, the salmon canning and other lines of industry, arose the opening for machine shops, foundries and similar concerns. The amount of work which has to be done yearly for the various producing and manufacturing industries proper, now affords a large and in-

creasing business for several well-equipped machine and engineering works, as well as four foundries. In the making of salmon canning machinery there has been at least one big works built up in Vancouver, while the turning out of logging engines and other equipment for lumbering has given employment to several large shops with big staffs of employees.

During 1904, marked progress has been made by the city in every line. Though the remark has frequently been heard in the past six years, "Building is about over in Vancouver," and nothing will go on after this season," there has been no interval yet, nor are there any indications that the growth of the city has ceased.

Early in 1903 the board of the General hospital made efforts to get in shape for the erection of a modern hospital, affording accommodation such as would fill the requirements of a centre such as

Vancouver is becoming. At first the modest ideas of the board did not soar beyond a tidy \$100,000 all told for grounds, preparation and building complete, and at that many of the members thought that a fine success would be theirs.

As time went on it became more and more evident that the most conservative estimates of the provision necessary, not only for present needs, but for the future accommodation which would be required, would far outrun the first idea of an expenditure of \$100,000. A tentative decision was reached, upon which the hospital authorities were so far settled that they let a contract last fall (1903) for the building of the foundation, the decision as to the superstructure being held over until the matter could be laid before the city council, with a view to asking for an increased grant toward the institution.

A measure was at last arranged,

whereby the city raised an additional sum of \$300,000, and this was submitted in by-law form to the ratepayers and approved.

Among the other improvements that were carried out in the Terminal City last year was the construction of several miles of sewers, a sum of \$150,000 having been raised for the purpose. Included in this system is an elaborate arrangement of septic tanks which are regarded by the highest sanitary authorities as a most beneficial feature. Their operation is simple. The sewage, which is discharged into them, comes under the action of a bacillus which destroys the impurities and permits the effluence of a liquid which is harmless, in fact it is nearly as clear as water. This can be run into salt water or fresh water without any fear of contamination.

A special loan of \$100,000 was raised by subscription in Vancouver during last year for the purpose of providing funds

for needed street improvements. That a large part of this sum has been very poorly spent is not the fault of the ratepayers, who voted to raise the money, knowing that if devoted to the purpose intelligently much good could be accomplished, for much was required in the rapidly developing city to provide proper means of transit on newly opened thoroughfares.

Perhaps the best part of last year's street improvements, however, is to be noted in the very large increase in the mileage of cement sidewalks laid in residential portions of the city. The policy inaugurated in recent years is to provide all permanent sidewalks, wherever constructed, of cement, and not of wood.

In recent years the city has been adopting the wooden block paving, some of which is dipped in a mixture of tar applied hot, and some have been treated to the carbolic carbolineum preserva-

tion process. The relative merits of the two methods have hardly been sufficiently tested as yet. The blocks used are Douglas fir, the native timber.

The Terminal City has a capital

waterworks system. The precious fluid

with which the rapidly extending com-

munity is supplied is brought from the Capilano river, which has its source

in the mountains, on the other side of

Burrard Inlet.

Vancouver school system is a source

of pride to its citizens. In addition to a

commodious high school, erected a short

time ago, there are eight well-equipped

buildings in various parts of the city, as

well as two smaller ones for suburban

districts. The staff comprises almost a

hundred teachers, and the whole teaching

system is under a city superintendent.

A feature is the establishment of three

mannal training centres, which were

maintained for two years by Sir Wm.

Macdonald, of Montreal.

# 50



## THE ROYAL MILITARY COLLEGE

THERE are few national institutions of more value and interest to the country than the Royal Military College at Kingston. At the same time its object and the work it is accomplishing are not sufficiently understood by the general public.

The College is a Government institution, designed primarily for the purpose of giving the highest technical instructions in all branches of military science to cadets and officers of Canadian Militia. In fact it is intended to take the place in Canada of the English Woolwich and Sandhurst and the American West Point.

The Commandant and military instructors are all officers on the active list of the imperial army, lent for the purpose, and in addition there is a complete staff of professors for the civil subjects which form such a large proportion of the College course.

Whilst the College is organized on a strictly military basis the cadets receive in addition to their military studies a thoroughly practical, scientific and sound training in all subjects that are essential to a high and general modern education.

The course in mathematics is very complete and a thorough grounding is given in the subjects of Civil Engineering, Civil and Hydrographic Surveying, Physics, Chemistry, French and English.

The object of the College course is thus to give to the cadets a training which shall thoroughly equip them for either a military or civil career.

The strict discipline maintained at the College is one of the most valuable features of the system. As a result of it young men acquire habits of obedience and self-control and consequently of self reliance and command, as well as experience in controlling and handling their fellows.

In addition the constant practice of gymnastics, drills and outdoor exercises of all kinds, ensures good health and fine physical condition.

An experienced medical officer is in attendance at the College daily.

Seven commissions in the Imperial regular army are annually awarded as prizes to the cadets.

The length of course is three years, in three terms of 9½ months' residence each.

The total cost of the three years' course, including board, uniforms, instructional material, and all extras, is from \$750 to \$800.

The annual competitive examination for admission to the College will take place at the headquarters of the several military districts in which candidates reside in May of each year.

For full particulars of this examination or for any other information application should be made as soon as possible, to the Adjutant General of Militia, Ottawa, Ont.

# MEMBERS OF THE SECOND SESSION

# TENTH PARLIAMENT OF BRITISH COLUMBIA.



W. J. BOWSER,  
Vancouver.  
(Conservative.)



R. L. DRURY,  
(Conservative.)  
Victoria.



J. R. BROWN,  
Greenwood.  
(Liberal.)



PRICE ELLISON,  
Okanagan.  
(Liberal.)



W. G. CAMERON,  
Victoria.  
(Liberal.)



J. N. EVANS,  
Cowichan.  
(Liberal.)



C. W. D. CLIFFORD,  
Skeena.  
(Conservative.)



GEO. F. FRASER,  
Grand Forks.  
(Conservative.)



J. F. GARDEN,  
Vancouver.  
(Conservative.)



J. H. HAWTHORNTHWAITE,  
Nanaimo.  
(Socialist.)



THOS. GIFFORD,  
New Westminster.  
(Conservative.)



STUART HENDERSON,  
Yale.  
(Liberal.)



R. GRANT,  
Comox.  
(Conservative.)



JOHN HUSTON,  
Nelson.  
(Conservative.)



RICHARD HALL,  
Victoria.  
(Liberal.)



H. JONES,  
Cariboo.  
(Liberal.)



DR. J. H. KING,  
Cranbrook.  
(Liberal.)



J. D. MCNVEN,  
Victoria.  
(Liberal.)



A. McDONALD,  
Lillooet.  
(Conservative.)



C. W. MUNRO,  
Chilliwack.  
(Liberal.)



A. H. MACGOWAN,  
Vancouver.  
(Conservative.)



JAS. MURPHY,  
Cariboo.  
(Liberal.)



JNO. OLIVER,  
Delta.  
(Liberal.)



T. W. PATERSON,  
Islands.  
(Liberal.)



THOS. TAYLOR,  
Revelstoke.  
(Conservative.)



W. R. ROSS,  
Fernie.  
(Conservative.)



W. C. WELLS,  
Columbia.  
(Liberal.)



L. W. SHATFORD,  
Similkameen.  
(Conservative.)



H. WRIGHT,  
Yale.  
(Conservative.)



DR. H. B. YOUNG,  
Adin.  
(Conservative.)

# Lower Mainland of B. C.

Farming Districts Unsurpassed Anywhere—  
Many Thriving Municipalities—Where They  
Are Situated.



HAT is politically known as Westminster district, and geographically the valley of the Lower Fraser, has long been regarded as one of the finest agricultural sections in Canada. It is evenly divided by the magnificent river that empties into the Gulf of Georgia, and on both sides the land is remarkably fertile. In this valley there are the largest number of agricultural settlements in the province. Settlers were attracted there in the early days by the adaptability of the district for farming, and since then it has gained an enviable prestige as an ideal agriculture centre. Land brings exceptionally high prices, running at \$100, \$200 and \$300 to the acre in some localities.

The soil of the valley is alluvial in character. Dr. Dawson describes the district as the bed of an ancient arm of the sea which extended inland as far as Hope, and there are many evidences confirmatory of this theory. In the past the settlers had to contend with one serious drawback. This was the overflowing of the Fraser, swollen by the rivers of snow water flowing from the mountains that guard its sinuous course. Lately, however, the provincial government took this matter in hand, and instituted an elaborate dyking system which affords the necessary protection to all the low lands subjected to these unfortunate visitations.

The district has been divided into many rural municipalities, with the result that better administration of the laws, the maintenance of good roads, bridges, highways and dykes, have contributed substantially to the prosperity of the district. On the south side of the river are six municipalities, including all the land from the Gulf of Georgia to the eastern boundary of a municipality known as Chilliwack, and from the river south to the international boundary. These are Delta, Surrey, Langley, Matsqui, Sumas, and Chilliwack.

On the north side of the Fraser, commencing with the Delta islands, Lulu and Sea, there are seven municipalities—Richmond, South Vancouver, Burnaby, Coquitlam, Maple Ridge, Mission and Kent. It is in this northern portion of the district that the cities of New Westminster and Vancouver are situated. They afford a splendid market for the produce of the farming areas tributary to them, and the trade thus done has contributed considerably to their prosperity and importance. Excellent transportation facilities are provided and the cost of marketing, therefore, is very moderate.

The climate of the Fraser valley is unique in that it is wholly different from that of any other part of Canada. Its principal characteristic is its extreme humidity, being almost entirely free from frost and snow. In place of the cold weather it has a rainy season covering approximately the same period, but these conditions are not depressing or unpleasant.

Though there was a good deal of open land almost ready for the agricultural efforts of the early settlers on the Lower Mainland, there are great stretches of the finest timber lands in the province.

The rise and progress of large centres of population, such as the cities of New Westminster and Vancouver on the Lower Mainland, have stimulated the timber industry until in number and size the sawmills and shingle mills plants on the Fraser river and on Burrard Inlet now surpass anything in the same line in any other part of Canada.

Another very important industry following the advent of population and the influx of capital, is that of the salmon canning, which began upon the Fraser river in early years, and which still has its greatest interests centering along the few short miles of that river from New Westminster to the sea. Millions of dollars are invested in the industry, and millions of cases of canned salmon have been shipped all over the world, bringing into the country a rich return.

#### NEW WESTMINSTER.

Beautifully situated is New Westminster, the heart of this grand productive area watered by the Fraser. With a gentle slope towards the river, and uniformly laid out, it well deserves the praise that has been lavished upon it. It is the market town of the Fraser valley, and there on Friday are gathered the farmers from all sections of the district supplying the demand that is constantly increasing. Recognizing the prominence that attached itself to this city on the Fraser, the citizens instituted a produce market and from a humble beginning there has arisen the spacious structure which is an object of the greatest interest to all who visit the place. New Westminster has had its tribulations. In 1893 a disastrous fire swept away the greater part of the business section but from its ashes, Phoenix-like, there arose another centre, larger and more imposing than the first—a splendid demonstration of its recuperative powers, and the extent of the farming trade done with the rich agricultural communities about it. The market building which replaced the one destroyed by the fire is ideally situated on the waterfront, being convenient to the ferry, the railways and the mercantile part of the city.

There can be no more inspiring scene than New Westminster in the vicinity of the market building on Friday, the big farm trade day of the week. Producers and wholesale dealers, hucksters, and middlemen from all points make it their rendezvous, and as a result of their operations the tradesmen reap a material benefit. Until three years ago the market was controlled by three commissioners, but since then the municipality has assumed a direct supervision, giving assistance and encouragement to this very important phase of the city's business.

New Westminster is the site of a provincial exhibition which each year is one of its crowning glories. This enterprise dates from 1881, but it was not until 1889 that it assumed such prominence and proportions that it became necessary to erect some handsome buildings at a

cost of \$40,000. In 1890 a big show was held at Queen's Park which was such a success that it was decided to hold one annually. This year will be a most notable one, not only in the history of exhibition enterprises, but in the annals of the city, because the Dominion national fair will be held there. Exhibits from all parts of the Dominion and the States will be displayed and visitors by the thousands will be attracted there. Victoria has decided to forego its fair this fall and will heartily cooperate with the sister city on the Fraser in providing what will be a credit to the West.

Among the great industries of the province is one which has meant much for the prosperity of New Westminster. This is salmon fishing and canning, for which the Fraser river is noted.

The records show that although millions of sockeye salmon come up the river each year, the "run" is not uniform, large and late in four-year cycles. One year it is poor, the next good; the third, better, and the fourth—phenomenally good. Besides the sockeye or blueback salmon, the great commercial fish, there are several other varieties of salmon, each excellent in its own way and yearly becoming more esteemed as a marketable commodity.

In treating of the operations of the fishermen on the Fraser it is only necessary to deal with the sockeye run as being by far the most important. During some seasons there have been so many as 3,500 fishing boats operating on the Fraser and its mouth. Probably the run is an average of 3,000 which during the big runs may be seen in Canoe Pass and at the mouth of the South and North Arms of the Fraser, and it is a pretty sight and quite unique to see this fishing fleet put out the nets at the end of the weekly close season at 6 p.m. on Sunday.

Almost every nationality under the sun is represented among the fishermen.

Eighteen years ago the Dominion government established a hatchery for the artificial propagation of salmon at Bon Accord, five miles up the river from New Westminster. That the output from this hatchery return to the Fraser was proved by the taking of marked fish in subsequent years. As the result of agitation in that behalf, other hatcheries have been erected, including one at Granite creek, on Shuswap lake, in operation now for several years; one on Harrison lake, built this year and not yet quite completed; and others in the north, where also there is one now under construction.

Other food fish which add to the value of the fisheries of the Fraser and the province are numerous. The halibut, for instance, gives employment to many men, and three steamers are required to convey the catch to Vancouver, whence it is shipped to the Eastern market. In

accordance with this branch of the industry, the herring business is thriving, for these fish are required for bait. They are taken to the waters adjacent to the Fraser. The cod fisheries also are important, and the black and ling varieties are greatly esteemed. The latter are taken in the Gulf near the Fraser. The sturgeon fishing of the Fraser has not been good of late years, and a 1,000-lb. fish is now a rarity. The roe from these fish is esteemed in Europe, where it is manufactured into the much prized caviar. Then there is the oolachan or candle fish, one of the first arrivals in the spring. The run lasts but a short time, but the fish come in immense schools. In shell fish, too, the vicinity of the Fraser is rich. Clams and native oysters are plentiful. Shrimps and prawns are extensively taken, and nowhere in the world are prawns finer. Crabs also have become a valuable asset, and two canneries have caused these and clams exclusively, the value of the pack being about \$40,000. Another "crab factory" at Blaine packed 50,000 cases last year, and the raw material was nearly all Canadian.

Briefly, in conclusion, it may be said the capital investment is \$2,681,433, and employment is given 17,705 people. The total value of the fish products of the province is estimated at over seven millions of dollars, while that of the Fraser alone is \$5,000,000.

Prominent in the local industries are the sawmills, which last year had a total cut of about 66,000,000 feet of lumber, besides 97,000,000 cedar shingles. Thousands of dollars worth of doors and sashes and other factory products are sent yearly to the homesteaders of the Canadian Northwest. Magnificent bridge timbers and thousands of ties for Eastern railways now go from New Westminster mills, and the boxes for the salmon and fruit harvests are turned out by the million. Since the prohibition of the export of logs, dozens of shingle and lumber mills have been erected hereabouts with American capital, and prospects are excellent that New Westminster's share of these is shortly to be materially increased.

One of the industries that occupies a large area in the eastern part of New Westminster, known as Sapperton, is the Brunette sawmills, established in 1878, and now one of the most flourishing concerns of the city. In 1885 these mills were completely burned down and from the ruins one of the finest and most complete establishments to be found on the coast has sprung up. The mills are admirably situated on the Fraser river, at the mouth of the Brunette river, and extend fully half a mile along the river front. Giving employment to over two hundred hands at the mill, and controlling over ten logging camps throughout the province, it can be readily seen that the Brunette mills are one of the foremost industries to be found in New Westminster. The box factory in connection with this mill is considered the best equipped in the province, having automatic nailers, etc. Two years ago a large and commodious shingle mill was built. The product of the company figures up to one hundred thousand feet of lumber a day, two hundred thousand shingles and four thousand boxes. The company is one of the very few in its line that is entirely owned and controlled by Canadian capitalists.

Situated across an arm of the river is

one of the most progressive factories to be found in New Westminster, namely, that of the B. C. Manufacturing Company, Limited, whose site is on Lulu island.

Another of the solid business establishments of New Westminster is Galbraith & Sons' saw and door factory, which went into business over twelve years ago, and now does a trade surpassed by but few in their line in British Columbia.

There are other large establishments in the city, equipped and conducted on modern lines, and including notably the City Mills and the Fraser River Lumber Company's new plant.

New Westminster has all the public utilities that pertain to every well conducted city, the lighting, water and sanitary departments being all that can be desired. Its school system is equal to any in British Columbia, besides the High and grade school, there being the Columbian College, maintained by the

grown, other crops being more profitable. The yield of roots is phenomenal, a measured acre having produced 1,500 bushels of marketable potatoes. The area under cultivation this year is estimated at 29,000 acres. There are 70 miles of municipal dykes and about 20 miles of private dykes.

The assessed value is \$1,950,000. Taxes raised last year \$17,000. There is no debt except \$110,000, which is a charge on the land benefited. Thus it will easily be seen that taxation is not a big bear to the Delta farmer. The Delta creamery, in operation about ten years, in 1903 produced 102,000 pounds of butter, which was sold for \$27.45 per 100 pounds. There will be an increased output this year.

Situated right in the heart of the municipality, and on the bank of the Fraser river, is the picturesque little town of Ladner, with its suburb, Port Guichon.

Ladner is the home of a number of

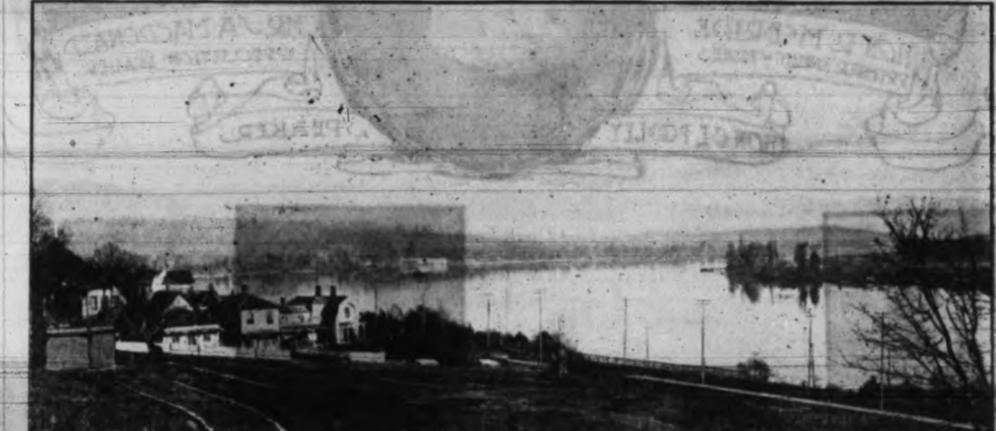
proved or unimproved land can be bought very reasonably.

Fort Langley, a small town on the banks of the Fraser, in the municipality, takes its name from the old Hudson's Bay post which once flourished there.

A great deal of grain is grown in the district, but hay is perhaps a more leading crop. This is because there are such large herds of dairy cattle kept, necessitating the providing of a great deal of good feed. Langley has a creamery established, though a cheese factory was once run profitably. A great deal of butter is made, but a large proportion of the farmers send cream to the creamery at New Westminster and milk to the condensed milk factory at Mission, excellent facilities for shipping being had by the steamers on the river.

#### MATSQUI THRIVES.

The municipality of Matsqui, which comes along the Fraser, is divided into four wards, with a councillor for each



VIEW OF FRASER RIVER.

Methodist church. Of churches it has a large number, including three Episcopal, three Presbyterians, three Methodist, two Roman Catholic, one Baptist, and one Reformed Episcopal, as well as a Salvation Army barracks. The largest of the Canadian banks are also represented there.

There are four hospitals and charitable institutions conducted in the city, namely, the Royal Columbian, St. Mary's, Providence Orphanage, and a hospital for the insane, the latter under the direction of the provincial government.

New Westminster as a municipality is one of the oldest in the West, being organized in 1860. A charter was obtained in 1888 and a council was instituted, with jurisdiction over a much larger area than at present. When the big estate boom that struck the coast reached the city on the Fraser a crusade was started for public improvements on a large scale, including waterworks, lighting, ferry system, markets, etc., representing an expenditure between \$500,000 and \$600,000. Then in 1888 came the great fire, destroying three million dollars' worth of taxable property, but the citizens kept their heads and the city's credit has been well maintained.

The present mayor is W. H. Keary, one of the most progressive men in the province, who has been unceasing in his efforts to promote the welfare of the place, and who has won recognition from the people in the shape of representation on the civic board for twelve years.

New Westminster, as stated, enjoys an ideal situation. It has immediate access to the districts across the river by means of a railway and general traffic bridge constructed by the provincial government at a cost of a million dollars.

The district of Surrey is well situated, being readily accessible from the markets of the coast cities. There are in the district of Surrey about 20,000 acres of rich, alluvial soil, which when brought in, is immensely productive, as high as 120 bushels of oats having been produced to the acre. There are about 7,000 acres of pent lands, on which at present but little has been done, while what will, when properly treated, respond bountifully to the efforts of the dairyman and agriculturist.

Besides these two classes of land, there is what is popularly known as older bottom land; this is lightly timbered and about 10,000 acres in extent. This land is also very productive when cleared and readily responds to the settler's efforts.

New Westminster is the nearest market for the disposal of the produce from the ranches of the district, and is reached by a number of passable roads to the Fraser river.

the prosperous settlers of the district as well as the business centre, where all the mercantile transactions are conducted. It is well supplied with general stores, with two hotels, a good weekly paper, a number of substantial church buildings, and with telephone communication to the towns and cities of the rest of the district.

A little over two years ago railway communication was for the first time given to the district by the building of the Great Northern's branch from Cloverdale to Port Gamble, where it connects with the Gulf ferry maintained to Sidney, on Vancouver Island, and daily. Thence rail travel again to Victoria, by the Victoria Terminal railway.

Prior to the advent of railway communication, the means of travel to and from the municipality were confined to the steamers on the river, plying between New Westminster and Ladner, and those calling en route between Victoria and New Westminster. An excellent and convenient service is thus maintained, so that the want of a railway was really never felt. Splendid highway connection direct with New Westminster is now provided by the opening of the new traffic bridge across the river at New Westminster.

#### AND THEN SURREY.

Adjoining Delta on the south side of the Fraser is the municipality of Surrey, which, however, unlike the other, does not require dyking. It also has a fine lot of merchantable timber, and a consequence a number of mills are operated within its borders.

The district of Surrey is well situated, being readily accessible from the markets of the coast cities. There are in the district of Surrey about 20,000 acres of rich, alluvial soil, which when brought in, is immensely productive, as high as 120 bushels of oats having been produced to the acre. There are about 7,000 acres of pent lands, on which at present but little has been done, while what will, when properly treated, respond bountifully to the efforts of the dairyman and agriculturist.

Besides these two classes of land, there is what is popularly known as older bottom land; this is lightly timbered and about 10,000 acres in extent. This land is also very productive when cleared and readily responds to the settler's efforts.

New Westminster is the nearest market for the disposal of the produce from the ranches of the district, and is reached by a number of passable roads to the Fraser river.

#### LANGLEY NEXT.

Langley lies between Langley on the west and Chilliwack on the east, and extends like the others between the river and the international boundary. It is in the valley or basin of Sumas lake, and is drained by the Sumas and Chilliwack rivers. The soil is nearly all alluvium, and is about 15,000 acres in extent. This land is also very productive when cleared and readily responds to the settler's efforts.

New Westminster is the nearest market for the disposal of the produce from the ranches of the district, and is reached by a number of passable roads to the Fraser river.

#### POTENTIAL CHILLIWACK.

Chilliwack, the last of the municipalities on the south bank of the Fraser, is regarded as the banner mixed farming district of the province. Not only is it noted for this feature, but also for its industrial advantage, the farmers' homes there being models of neatness and comfort.

Port Kells is ten miles from New Westminster. The soil is very varied, there is no government land, but im-

proved or unimproved land can be bought very reasonably.

Port Langley, a small town on the banks of the Fraser, in the municipality, takes its name from the old Hudson's Bay post which once flourished there.

A great deal of grain is grown in the district, but hay is perhaps a more leading crop.

This is because there are such large herds of dairy cattle kept, necessitating the providing of a great deal of good feed.

Langley has a creamery established,

though a cheese factory was once run profitably.

A great deal of butter is made, but a large proportion of the farmers send cream to the creamery at New Westminster and milk to the condensed milk factory at Mission.

Demand for table fowls being always good, it can be seen that considerable expansion in this business is to be expected.

Turkeys and geese prove especially profitable.

One of the most prominent enterprises

instituted in the municipality is that of the condensed milk cannery at Mission City.

#### MAPLE RIDGE.

Maple Ridge lies along the Fraser river. Just inside the boundary is the town of Hammond, eighteen miles from New Westminster by river and sixteen miles by rail via New Westminster Junction.

The country is covered with timber, and in many portions large amounts of cedar and fir are suitable for shingles and lumber. These, with an immense growth of alder and maple, will furnish great quantities of cordwood, which can be cut in clearing the land and hauled to the river front, where it finds ready sale to the steamers and to numerous salmon canneries located further down the river. Much of it can be transported on scows to the cities of New Westminster and Vancouver, where it finds ready five or ten acres of land sufficient timber to pay for the clearing of the land ready for cultivation.

Wheat is grown in a small way for feeding poultry, and does well. Oats, barley, rye and stock peas make fine crops and nearly every farmer raises enough for his cattle, sheep and hogs. As a fruit producer Maple Ridge enjoys a widespread reputation. Small fruits do exceptionally well, while the same can be said of apples, pears, quinces and prunes. The district is also one of the finest sections for market gardening in British Columbia, vegetables being an especially strong product.

#### COQUITLAM AND BURNABY.

Coquitlam and Burnaby are municipalities in the vicinity of New Westminster. In the former the land is for the most part fertile and well adapted for dairying and cattle raising. The population of Coquitlam municipality is small owing to the scattered nature of the settlement. From Coquitlam lake, which is in the municipality, the city of New Westminster is supplied with water, and there has just been completed a tunnel through the mountain separating it

# Great Wealth of Yale and Neighboring Districts

**T**HE district of Yale is one of the largest and richest subdivisions of the province. Its area is nearly sixteen million square acres, or about 24,000 square miles. It lies almost wholly within the dry belt, although quite naturally, in view of its size, it has a variety of soil and climate. It includes the fertile valleys of the Okanagan, the Nicola, the Kettle river and the North and South Thompson, in the vicinity of Kamloops. It possesses the largest area of purely agricultural and pastoral lands of any district in the province. It contains large cattle ranges and many big herds of cattle, while in addition it is a splendid fruit growing district, its range of products including tomatoes, watermelons, grapes, peaches and almonds.

But Yale is great in another way. It has large mineral resources, the regions conspicuous for their wealth being the Boundary, Nicola, Similkameen and near Kamloops. There are two divisions of this resourceful district that now look in the public eye more largely, perhaps, than the others. One is the Okanagan country and the other the Boundary. The first has gained its prominence owing to its magnificent agricultural and horticultural possibilities; the other as the scene of mining activity on a great scale.

The Okanagan valley is British Columbia's "Garden of the Gods." Stretching generally speaking from Sicamous lake in a southerly direction for one hundred and fifty miles, it is spacious enough to accommodate many hundred times the number of settlers who have already been seized of its possibilities. Nature has munificently endowed this rare tract of country, giving it a striking variety of charms in climate and resources. It is, therefore, no matter for wonder that a large part of the movement of home seekers to the West has as its objective this wonderfully fertile valley.

At present the district is entered from Sicamous, a point on the main line of the Canadian Pacific railway which operates a branch line through a section of the valley as far as Okanagan Landing, from which steamers ply to the various points on the lake. A trip along that road, while giving but a superficial glance at the country, is sufficient to convince one of its possibilities. First, there is the town of Enderby, a thriving little community that lately attained to the dignity of a municipality. Here are several substantial industries, including timber and flour milling, both of which are carried on extensively. Enderby is ambitious to become the veritable entrepot of the famed Okanagan and is exerting strenuous efforts to out-distance its energetic rivals on the south.

From Enderby, and proceeding along the valley, one enters farming territory that cannot be surpassed on the American continent. Fruit growing and cattle ranching are conspicuous among the agricultural industries that are reaching proportions of vast magnitude. Farm after farm is passed by the train, the land on either side being as smooth and regular as a sheet of paper. Farther back are the natural boundaries of the valley and everlasting hills. Next comes the town of Armstrong, which vies strongly with Enderby for prominence in the Okanagan. This is another of those charming little farm centres, which hold out irresistible inducements to the traveler, wearied of the peace destroying pace of the metropolitan marts of commerce. Armstrong has had its cross to bear. A few years ago it was ravaged by fire, but from its ashes has risen another Armstrong, a town which rightly expects a full legitimate share of the progress that must inevitably associate it with the fruitful valley of which it is one of the chief charms.

The next point of importance down the valley, and one of the most delightful places in America, is Vernon, the first "duly incorporated" city of the Okanagan. It is a rare spot. It is beautifully situated, between forty- and fifty-miles south of Sicamous. It is the centre of a most prosperous farming community. Roads radiate from it to the Coldstream and White valleys to the Mission valley, and south to Grand Prairie and to Kamloops. With a superb climate, free of dampness and that heavy atmosphere that have marred many a locality less abundantly favored, with a fruit growing, cattle ranching and mixed farming activity that every day increases in proportions behind it, Vernon may well boast of its prospects.

Geographically and commercially this community, therefore, has advantages that would satisfy any place, but Vernon has more. Not far away is Long lake, a magnificent stretch of water that makes the stage trip to Kelowna on the south a journey through wonderland. It is an ideal resort for the hunter and fisherman, and during the summer and fall months innumerable camping parties make this paradise the scene of their tented homes.

The main residential part of the city is situated upon a terrace, at the base of which a level tract of land forms an admirable business site. The streets are splendidly laid out, and when modern improvements are more liberally inaugurated, Vernon will be to the interior of British Columbia what San Jose, the Garden City, is to beautiful California. The city is well equipped with modern conveniences, particularly in its water supply. It has a reservoir with a capacity of 250,000 gallons, while a pressure of 116 pounds to the square inch gives ample power for fire protection and electric lighting. Five hotels, many business houses and a bank are conducted here, while there are several factories in operation, including sash and door and cigar factories, as well as a flour mill, a branch of the Enderby establishment. Vernon is the seat of the provincial government offices, the court house, a branch of the insane hospital and other public institutions. It has graded and High schools, a hospital—the Vernon Jubilee hospital—several churches and a number of fraternal organizations.

The great drawback to the development of the district in the past has been the large holdings of the early settlers, who declined to sell, and thus kept the natural strength of their country.

small rancher from getting a foothold in the valley. This, fortunately, is now changed, the large holders, realizing the values of their hitherto unproductive areas, have had them resurveyed and divided into small plots which they have placed upon the markets. These have had a ready sale, and the district is being rapidly settled. This applies to the whole Okanagan valley, which for years was a huge preserve for the fortunate few who got there in the early days. The sub-division of these areas and the reports of the fertility of the land have attracted many people from the Northwest and Manitoba, who have found there all the advantages they enjoyed east of the Rockies in addition to a climate with which no other place in the Western hemisphere is blessed.

In the vicinity of Vernon are a number of magnificient ranches, the most celebrated of which perhaps is the Coldstream, owned by the Earl of Aberdeen.

The ranch comprises some 13,000 acres, of which 8,500 are range land, 2,000 under cultivation, and the remainder more or less timbered. Of the cultivated portion the most interesting to the visitor will probably be the orchard of 200 acres, of which over 100 acres are now producing. This is being steadily increased year by year, and it is not unlikely that, at no very distant period, the Coldstream ranch may develop into one of the largest fruit farms in the Dominion. Apples are the chief product, though pears, plums, prunes, cherries, etc., are also grown. As to output, it may be said that in 1903 there were shipped from this orchard 505 tons, and in addition 188 tons were purchased from neighboring growers, and were marketed along with the Coldstream fruit. The Northwest Territories and Manitoba provide the principal markets, though packages bearing the well known brand of this ranch have found their way to Dawson City, and may even be met with in Australia. A small nursery is being enlarged to contain 200,000 stock trees of the various varieties which experience has shown to be best adapted to this district.

Another important feature of the ranch is to be found in its extensive hop yards. There are now in cultivation under hops about 100 acres, from which were shipped last year 552 bales, containing in all 113,436 pounds. The area of the hop fields, like that of the orchard, is being yearly increased, and the facilities for curing and preparing them for market are of the best.

Of the arable land, 484 acres were devoted to grain in 1903, and yielded 500 tons. Of roots, 386 tons were raised, and potatoes, 574 tons. Most of the cultivated area of the ranch can be reached by a system of irrigation, though, to a large extent, it is hardly necessary to employ this during an ordinary season.

The live stock includes a herd of about 1,000 cattle, of which some 300 head are shipped each year to Alberta as yearlings, when they are grazed and fattened. The average crop of calves is fully 75 per cent., which speaks well for the excellent breeding conditions existing in this district. A few sheep and Angora goats are kept, and about 300 hogs are sold each year, realizing about \$3,000. About 25 men are employed in winter, and in summer this number is increased to 50 or 60.

Some years ago a few 40-acre lots on this estate were placed on the market, and are now occupied by prosperous farmers and fruit-growers. Another subdivision has since been made, and a limited number of 20-acre plots on Long lake are offered for sale. The purchaser, if he desires, may make arrangements with the ranch to have this lot planted with fruit trees, under expert management, and cared for till it reaches producing age.

About sixteen miles on the east of Vernon is Lumby, a settlement which has two churches—Presbyterian and Roman Catholic—and a general store. A sawmill and a creamery are also operated at this point, the latter on a co-operative basis. Immediately tributary to Lumby—a large tract of good farming land estimated at forty thousand acres.

About forty miles down the valley from Vernon is Kelowna, the principal shipping point, and a town that is rich in promise. This place can be reached by either the lake or stage routes, each of which is highly delightful, strikingly exhibiting the scenery of the district. Kelowna is really the most formidable rival of Vernon in the Okanagan, and there are some who prophecy that it will outstrip its older contemporary. Certainly its progress during the past few years has been astonishing. As in other parts of the Okanagan district the extension of Kelowna was retarded by the limitations imposed by large holders of land. Recently, however, these have been broken up, and Kelowna is rapidly extending along the Mission valley, one of the grandest stretches of country the eye can behold.

As a shipping point Kelowna enjoys exceptional advantages. It is situated right upon the shore of Okanagan lake, and is the main port of call of the lake steamers. When these speedy little craft tie up at the dock a busy scene ensues. Farmers from miles around are on hand to receive freight, such as farming implements, and some of the less practicable but seemingly indispensable luxuries of life, or to ship their produce. Rusticators bent upon learning cattle ranching stand on the wharf ready to follow the mail to the post office and learn the latest tidings from home. School marks, bronzed and buxom, chirrup to arriving visitors or departing guests. Storekeepers and hotel proprietors are there, in fact every class and occupation in the town are represented in the heterogeneous gathering that welcomes a lake steamer or speeds it on its journey. It is a scene that cannot be witnessed at any other point in this section of the Okanagan, because Kelowna is the chief shipping town.

Kelowna has the foundation of a large and prosperous place. It possesses several churches, a school, fraternal organizations and other distinguishing characteristics of the metropolitan centre in miniature. Its people are robust and energetic and full of righteous pride in their natural strength of their country.

Farther down the lake are the settlements of Fairview, Peachland and Summerland, while at the foot of the sheet of water that gives its name to the surrounding country is the last town in Okanagan district proper, Penticton. From then on, one passes into the Similkameen and further south to the thriving Boundary country.

Undoubtedly the great industry of the Okanagan district is fruit-growing. A number of years ago a few pioneers were farsighted enough to perceive the possibilities of the country in this respect, and their efforts have done much to carry things beyond the experimental stage, and to show that British Columbia may hold her own with any portion of the Do-

of splendid loamy soil, admirably adapted for general farming and fruit raising. The apples grow in the valley captured the highest awards at the Spokane fruit fair. Vegetables also yield prolific crops. Of late there has been a tendency to cut up farms into tracts of 20 or 30 acres each, to be devoted to fruit and vegetable raising. The prices for cleared lands near Grand Forks average about \$50 per acre.

Proceeding down the Similkameen river to Keremeos, Hedley City is reached about half-way between. The town is at the mouth of Twenty-Mile creek, which finds its source some five thousand feet higher up the mountain—where the mines are.

What is admitted to be the biggest mine in that district is the Nickel Plate.

notable group is the Sunset, on Copper Mountain. It is owned by a company, of which R. A. Brown, of Grand Forks, was the promoter and heaviest shareholder. Other well known claims, surrounding this group and having the same general ore characteristics are the Copper Farm, Copper Bluff, Copper Cliff, Sunrise and Silkman.

Eastward from Fairview twenty-eight miles is Camp McKinney, also a free-field quartz camp, but the closing down of the Cariboo put a damper on mining development. Historically it is interesting from the fact that it is the oldest lode camp in the southern portion of the province, having been discovered in 1884. Continuing the journey, the traveller will pass Rock creek, famous for its placer

boat service is available to make rail connections. This lake is one of the prettiest of the inland waters, and during the past summer months the capacity of the steamship Aberdeen was sorely taxed to handle the big immigration movement pouring into the lake towns of the Okanagan and Silkman.

Kamloops possesses an ideal climate, and so attractive is it from that point of view, that the residents have resented the tendency that has arisen to look on it as a health resort, fearing an influx of invalids, undesirable from the effect it might have in deterring settlement of the district by sturdy settlers who will develop the untiled acres.

The great advantage of the climate is its equability and the minimum amount of moisture in the atmosphere.

Nicola, including upper, central and lower Nicola, is a fine pastoral country with extensive valleys of good land for general agriculture. A wagon road some 110 miles in length having its termini at Spence's Bridge and Kamloops gives access to the Canadian Pacific railway. There are extensive cattle ranges in this district and a large number of beef cattle are produced for the market.

On the high lands there are a few farms where water can be obtained. The majority, however, is given over to range purposes. Along the valley followed by the mail road there are many good farms, where all ordinary crops are successfully grown; water is also in abundance for all purposes. Douglas lake is considerably higher than Nicola lake, and, therefore, the principal industry in that section is the rearing of beef cattle and horses. The same may be said of Hamilton creek and Mamette lake. In the lower parts, about Stump lake and Nicola lake and river, grain and root crops are produced. Fruit does well in most places, but it is not cultivated to any extent. The shooting and fishing all through this section is excellent, the lakes and ponds abounding in wild fowl and the streams with trout. The scenery is indescribably beautiful in the vicinity of Nicola lake.

A mineral belt continues from the Similkameen northwest through the Nicola country to Kamloops. There are several mining camps in this section—Aspen Grove, Quilchena, Mill Creek, Ten-Mile and Stump Lake—but, as a rule, development is not extensive. Like many other promising mineral regions in the province, it lacks transportation facilities, so there is little present inducement to spend money in developing mining prospects. Aspen Grove was visited by a number of mining men some time ago, and a fair amount of work was done in prospecting some of the showings of mineral. A large low-grade copper property in this camp is being developed by men from Terre Haute, Indiana. Ten-Mile Creek also made progress, development on several claims resulting favorably. About Coulee and the neighborhood of Nicola lake there appear to be some workable seams of coal. Several properties are being prospected with diamond drills.

The valley of the lower Thompson river includes Spence's Bridge, Ashcroft, Lytton and Savona, all of which are on the main C. P. R. line. This district is noted especially for the production of splendid fruit of all kinds.

Savona is at the foot of Kamloops lake, on the Thompson, 22 miles above Ashcroft. The country is open, with some scattered pine trees. The rolling hills afford good pasture, for which purpose it is best adapted. Irrigation is necessary throughout all this region for the production of crops.

In the Ashcroft division Indians and Chinese recover a large quantity of gold from the Fraser and Thompson river by means of sluices and rockers, but very few white men are similarly occupied here. A dredging company, holding leases covering 35 miles of the Fraser river between Lytton and Lillooet, met with such encouraging results with one dredge that it has built a new dredge of latest improved style. Mineral claims in the Highland valley are attracting notice and considerable development is expected to be done. The largest exposures of ore are stated to be on the point of realization. A short time ago James J. Hill stated that the construction of the Victoria, Vancouver & Eastern would be pushed forward as quickly as possible in the Northern Similkameen, the ultimate object being the Coast Railroad connection.

The prospects of railways through this territory at least seem to be on the point of realization. A short time ago James J. Hill stated that the construction of the Victoria, Vancouver & Eastern would be pushed forward as quickly as possible in the Northern Similkameen, the ultimate object being the Coast Railroad communication has been the crying need. In the case of the Nickel Plate townships worked in the early sixties, and Greenwood, the metropolis of the Boundary district, is reached in a day's journey.

The climate, too, is splendid; unsurpassed in all that is conducive to health and longevity. The breezes that waft up and down the valley make the summer heat bearable, while the nights are invariably cool. The winters, too, are usually mild and short, and, as a rule, little snow falls in the lower valleys, so that the herds of cattle and horses run the range practically the year out.

Its waterways and lakes abound with fish, fowl is plentiful along the hillsides and in the thickets, and the rock-ribbed mountains are the stronghold of the big horn, deer, panther, grizzly, black and cinnamon bear, lynx, wolf, etc. For big game one could hardly find a more prolific region. Certain it is that a trip through this wonderful district would be the beau ideal of a sportsman's holiday. No wonder it is that the Similkameen has become the El Dorado of the prospector; the rancher, the fruit-grower, the farmer, the hunter and the homeseeker, where patient and intelligent effort will surely be rewarded by success.

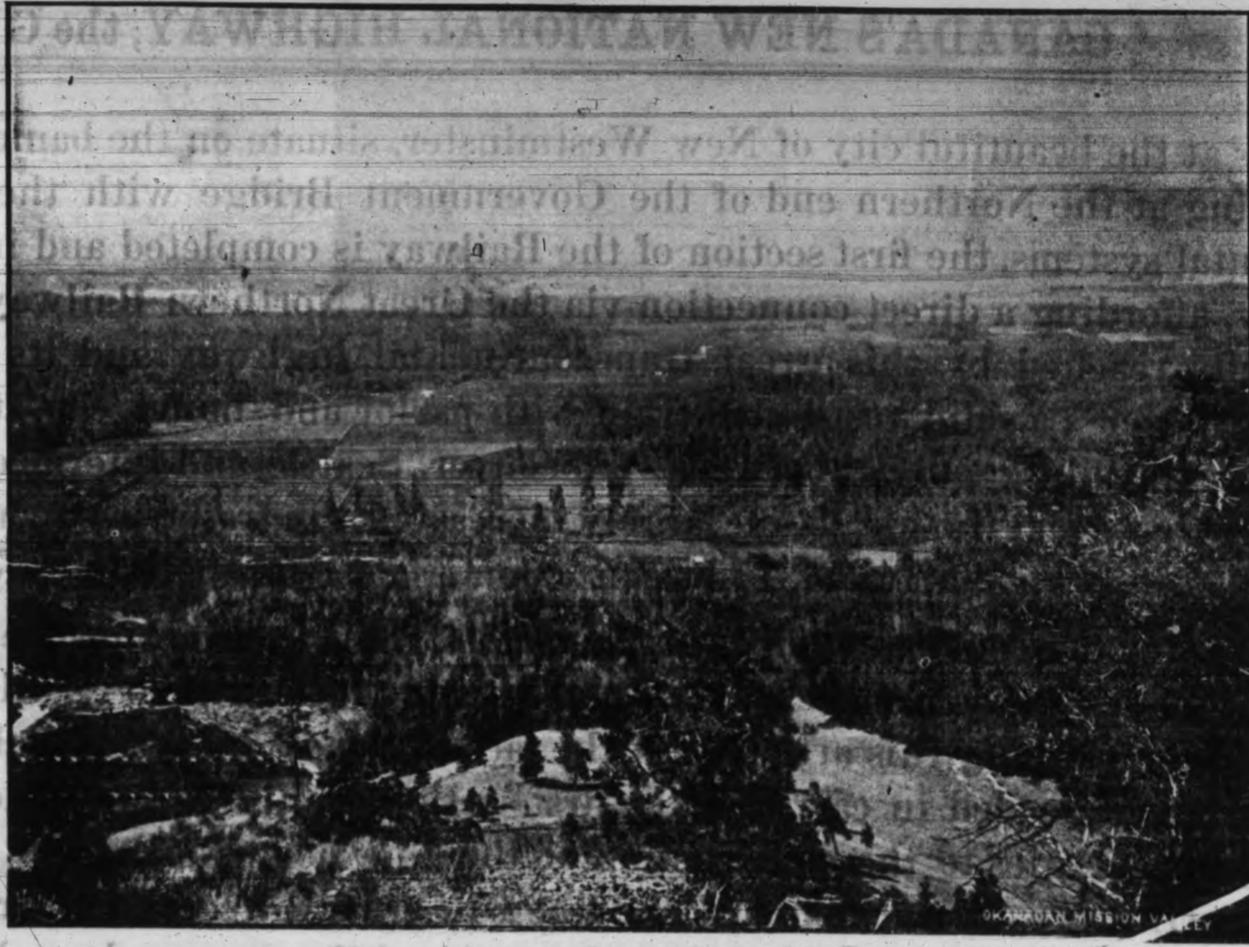
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FAMOUS MISSION VALLEY, OKANAGAN.

minion in so far as the fruits of her orchards are concerned. And not only on the home markets has this been shown to be the case; in October, 1903, Messrs. Stirling & Pitman, of Kelowna, shipped the first carload of British Columbia apples, consisting of Sirs, Baldwins, Ontario, and Canada Red to the British market. These arrived in Glasgow on November 9th, in splendid condition, and sold at about six shillings per box, while Eastern Canada apples were selling at the same place at about \$1.00 per barrel, less, figuring three and one-half boxes to the barrel. As a direct outcome of this experimental shipment, numerous inquiries have been received from parties who saw the fruit on the market and learned of the satisfaction it gave, and, no doubt, if larger shipments were now sent forward even better prices than those mentioned might be realized. Not long since a shipment of fruit was sent from the Okanagan valley to Australia, the result being that the agents received return order for a very large quantity.

It is at Princeton that the "black diamond" is also found. The coal measures crop out in several places, and south of the town, on the property of the Vermilion Forks Mining & Development Company, seams from six to twenty-two feet have been opened up. What is known as the Holt Syndicate has exploited the measures at depth with the aid of diamond drills with great success. The coal is a lignite, and by fast coking yields a noncoherent coke. It is used mainly for domestic purposes and blacksmithing work, and is pronounced by experts to be an excellent steam fuel.

Twelve miles south of Princeton is Copper Mountain, which is the centre of

length of which is not less than 20 miles, and the average width 3½ miles. This represents an area of 45,000 acres held by the advent of a railway will furnish millions of tons of gold, silver, copper and lead-ore, coal, and untried wealth in timber, cattle, horses, fruits and farm products.

The leading town of the district, as also the official centre, is Princeton, known to the early pioneers as Vermilion Forks. Pretty situated at the junction of the Thulameen and Similkameen rivers, it draws the trade of several tributary mining camps, viz., Copper and Kennedy Mountains, Friday Creek and Roche River camps to the south and west, and Upper Thulameen, Granite Creek, Boulder Creek, etc., to the north.

It is at Princeton that the "black diamond" is also found. The coal measures crop out in several places, and south of the town, on the property of the Vermilion Forks Mining & Development Company, seams from six to twenty-two feet have been opened up. What is known as the Holt Syndicate has exploited the measures at depth with the aid of diamond drills with great success. The coal is a lignite, and by fast coking yields a noncoherent coke. It is used mainly for domestic purposes and blacksmithing work, and is pronounced by experts to be an excellent steam fuel.

Going north from Princeton, Okanagan lake is reached, and the C. P. R. steamship on the lake.

Around Keremeos are several big ranches and fruit orchards. Frank Richter owns several hundred acres of irrigated land that produces three crops of alfalfa each season. His orchard is one of the sights of this section.

Sixteen miles east of Keremeos the journey is through an open park-like country, crossing a low divide, and Fairview is reached. It is one of the oldest towns in the southern portion of the province, and is the headquarters for the government in the Osoyoos mining division. Low grade free-milling quartz veins, some of big dimensions, are to be seen here. The camp has had many ups and downs, at one time nearly half a dozen stamp-mills being in active operation.

In recent years the Fairview Corporation has been the only operating company.

Going north from Fairview, Okanagan lake is reached, and the C. P. R. steamship on the lake.

Another abundantly endowed locality is the Thompson River valley, which includes Shuswap, Ducks, Grande Prairie, Kamloops, Campbell Creek, Cherry Creek, North Thompson and Tranquille. The valley on both sides of the river is extremely fertile, and there are spacious plains which, when intelligently irrigated, will become very productive. Cattle ranching is carried on extensively, while the locality contributes a large variety of excellent fruit to the markets. In the vicinity of Kamloops, too, there is a wealth of minerals, geological authorities having reported that the country north of that place for a hundred miles is highly mineralized. So far the principal signs of mining activity has been at Coal Hill, about three miles north of the town.

Kamloops, the inland capital, as it is called, is the principal town in the dry belt. It is picturesquely situated along the base of a high plateau that fringes the southern bank of the majestic Thompson river, at the point where its north and south branches join to form the main stream.

Two places in the West can boast of

the Thompson river valley, which includes Shuswap, Ducks, Grande Prairie,



JOHN HENDRY.

# VANCOUVER, WESTMINSTER AND YUKON RAILWAY COMPANY

A Direct Line Through Northern British Columbia Connecting The Coast Cities With  
**CANADA'S NEW NATIONAL HIGHWAY, the GRAND TRUNK PACIFIC**

Starting at the beautiful city of New Westminster, situate on the bank of the Fraser River and connecting at the Northern end of the Government Bridge with the Great American transcontinental systems, the first section of the Railway is completed and in operation into Vancouver City, affording a direct connection via the Great Northern Railway with Seattle and Eastern points, reached by this great transcontinental highway and its connecting lines. The Seattle "Flyer", a solid vestibuled train with parlor and buffet car attached, is very popular with the travelling public, between Vancouver, Seattle and intermediate points, and since its inception has been the means of largely increasing the traffic between Vancouver and Seattle, the Canadian and American commercial metropolitan cities of the west.

The credit for the construction of this important Railway Line must be given to the indomitable efforts of its energetic president, Mr. John Hendry, who will be readily recognized in the illustration accompanying this article. In the face of almost insurmountable difficulties, President Hendry has succeeded in carrying the first section of this road to a successful issue, and is now bending his energies to the construction of the line northward from Vancouver City. Large survey parties are in the field and the line will cross the second Narrows at the north shore of Burrard Inlet by bridge, and it has been located and the surveys have been completed along the north shore of Burrard Inlet, through the Municipality of North Vancouver. From this point it will proceed through the fertile valleys of the Squamish and Pemberton Meadows to Lillooet, and northward to Quesnel, Fort George and Fort McLeod,

### Near Where it is Expected a Connection Will Be Made With The Grand Trunk Pacific Railway.

It is confidently anticipated that the mileage from the point of connection of these two roads will be less to Vancouver City than to Port Simpson, the proposed terminus of this second great Canadian highway. From Fort McLeod, the Vancouver, Westminster and Yukon Railway line will run in a north-westerly line to Hazelton, thence northerly via Teslin Lake and Telegraph Creek to Dawson City.

The importance of this great railway highway through the northern portions of the Province of British Columbia cannot be overestimated. Exploratory surveys have shown the feasibility and practicability of the route, the construction of which will open up for development some of the richest districts of the province, making available these vast agricultural areas for settlement and rendering possible the development of the rich mineral and timber wealth of the section of the country through which the Railway will pass.

The company have made application to the provincial and federal governments for assistance to aid them in the extension of their line northward, and it is confidently expected that the importance of the construction of this line to the Province, and the Dominion at large, will ensure the granting of the aid applied for, thus enabling the early construction and completion of the remaining sections of the line, at least to a point where connection will be made with Canada's New National Highway, the Grand Trunk Pacific Railway.

# Condition of Agriculture

Industry Extensively Engaged  
In Throughout the Province—  
Vast Arable Areas

**O**NCE upon a time an eminent Canadian statesman, who is now a prominent figure in the public eye in the Mother Land, described British Columbia as "a sea of mountains." This was during the spirited debates that stirred the Dominion parliament and country at large relative to the Canadian Pacific railway project. The remark was intended to convey the impression that there was nothing in this vast seacoast province to justify the construction of a railway to it, that it was an immense unproductive domain, conspicuous for nothing but the wild grandeur of its scenery. Many a criticism has been directed at this statesman for the expression just quoted, and doubtless none realizes more than he the grievous misapprehension under which he labored when he employed it.

And yet, while he did not convey a whole truth in consequence of the ignorance of the Great West that he, in common with many other well-known men shared, he delivered himself of a partial one. British Columbia is a "sea of mountains" and its people are immeasurably proud of it; British Columbia is a "sea of minerals," and its populace are proud of that; British Columbia is a sea of all the resources that go to make a country great and prosperous, and not the least of these are its agricultural possibilities. Of its mining and fisheries much is known by the world at large; of its timber wealth investors have but recently begun to display their recognition, and now its attractions for the farming class, the foundation of every country's prosperity, are beginning to rivet the attention of people of all climes.

At the present time there are, perhaps, more inquiries for farm lands in this province than ever before in its history. In a general way the agricultural districts may be referred to as the Fraser valley, Westminster district, in which there are about 350,000 acres of arable land, 150,000 being aluvial deposit. The southeastern portion of Vancouver Island, which is comparatively well settled and contains some excellent land, comprises about 250,000 acres. There is also a fine valley at Comox. In the Okanagan valley there are about 240,000 acres suitable for general agricultural purposes. It is in these three districts that the principal farming settlements of the province are to be found. In addition to them are extensive tracts of open country in the North and South Thompson River valleys, 75,000 acres; in the Nicola, Similkameen and Kettle River valleys, 350,000 acres; in Lillooet and Cariboo, 175,000 acres and in East and West Kootenays, 125,000 acres, in all of which, though principally pastoral and requiring irrigation, are to be found ranches which produce all crops within the possibilities of the temperate zone—cereals, fruits and vegetables.

Millions of Acres. Then there are the outlying areas, still more extensive, though more remote, awaiting settlement. These are to be

hundred acres is sufficient in British Columbia for the average farmer.

What the Railroad Did For Farming.

Farming in British Columbia was, until recently, in a rather primitive condition. It suffered from lack of communication, and in the absence of a market there was very little incentive to it. In most instances it was not the farmers who took up and settled the land, and consequently farming was not systematically undertaken. Numerous people who came to the coast with no definite object in view, in the absence of any other occupation on which to expend their energies, took up land and sat down upon it, waiting for some prospective development to make it valuable. Under these circumstances a general condition of farming along tentative lines came about. A few applied themselves intelligently and industriously to the task and locally showed the wider possibilities. In the more favorable localities, by the growing of hay, fruits, etc., many were enabled owing to local demand to live comfortably, and even become prosperous without excessive exertion.

But the coming of railways and competition from the outside altered conditions, although following the usual boom there fell a period of depression which injuriously affected the farming conditions of the province. Fortunately prosperous times returned to Canada and the United States, and agriculture in British Columbia began to make rapid strides. Experience has shown that Old Country and continental varieties, some of them hundreds of years old, are better adapted to this climate. Most of these where tried are succeeding admirably; and this fact is in accordance with well-established laws of development. While the general principle underlying the science of horticulture obtain, the experience of fruit-growers in Ontario in matters of detail does not apply in British Columbia, and many of their methods and theories in practice demand revision. It may also be added that in this province trees bear quickly and wood rapidly, and in this exists the greatest drawback. Young orchards, if not carefully watched, over-fruit and exhaust themselves before maturity is reached.

In the interior of the province, which is regarded as the dry belt, the Pacific ocean still exercises its beneficial influences, but the atmosphere is stripped of its excessive moisture by the intervening mountains. In summer there are greater heat and more sunshine, and in winter a higher degree of cold, with drier and clearer atmosphere. With good soil and facilities for irrigation where it is necessary, the conditions for production are unsurpassed. In fact there are no limits to what may be grown. In this region are found all that the coast produces, and those other crops for which the seaward environment is unfavorable. Wheat ripens and mills well, and in many places peaches, grapes, watermelons and tomatoes mature fully, and are prolific in yield and excellent in quality. The best localities for these are in Southern Okanagan, Similkameen and in some portions

suts can be obtained anywhere.

## Divided Into Two Sections.

For the sake of convenience, in dealing with the agricultural possibilities of the province, it is well to divide it into two sections, the coast and interior. Taking the coast first, perhaps it is only right to point out that here, owing to the character of the climate, there are crops which do not come up to expectations, and as a general rule do not pay to raise. According to information gleaned from the general information bureau of the provincial government wheat, though yielding heavily and producing a fine-looking kernel, is too soft for milling purposes; and in limited quantities is mainly valuable for feeding chickens. Fruit, vegetables, grapes, peaches, nectarines, almonds, tomatoes, watermelons and the like, do well in favored localities, but in unsuitable districts will not mature properly. Apples, which are perhaps indigenous to more rigorous climates, do fairly well, and generally speaking succeed on the coast; but their success is subject to exceptions which materially modify the experience of growers in Ontario. In color and size, apples of all varieties excel in British Columbia. The number of varieties, however, that reach the highest point of development is limited. In fact, the apples that have been developed on the eastern side of America, as distinctly American, do not as a rule succeed the best on this coast. Experience has shown that Old Country and continental varieties, some of them hundreds of years old, are better adapted to this climate. Most of these where tried are succeeding admirably; and this fact is in accordance with well-established laws of development. While the general principle underlying the science of horticulture obtain, the experience of fruit-growers in Ontario in matters of detail does not apply in British Columbia, and many of their methods and theories in practice demand revision. It may also be added that in this province trees bear quickly and wood rapidly, and in this exists the greatest drawback. Young orchards, if not carefully watched, over-fruit and exhaust themselves before maturity is reached.

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SPLENDID FIELD IN OKANAGAN.

suts. The selection of proper varieties in due proportion, the preparation of the soil, the husbanding of the trees afterwards, the picking and—what is equally important—the marketing of the fruit, are all features of the industry requiring attention, and each is essential to ultimate success. Speaking of the fruit-growing industry in British Columbia, Mr. Palmer, head of the government information bureau, says:

"Reviewing the condition of the fruit-growing interests of the province, it may be stated that the commercial stage of fruit-growing and marketing has now fairly been attained, and from this time forward development should progress on safe lines, in harmony with the known capabilities of the different districts concerned."

## Special Products.

In regard to special products, tobacco does well. It has been tried in the Okanagan district with success, and an official report on the quality of the leaf grown

ince, as there is of climate, and any even a limited area of land, is apt to exhibit many variations. This diversity is, of course, due to the action of water and glaciers and a series of physical disturbances, the conspicuous evidences of the force of which is seen in the entire Cordilleran region, and the explanation is found in the study of its geology. The most prevalent and what may be regarded as the characteristic soil of the coast, is a brownish sandy and gravelly loam with gravelly sub-soil. This frequently gives place to clay-loam, clay, coarse gravel and granite wash.

## Irrigation One of the Problems.

Irrigation in the interior is one of the problems to be dealt with. In many places the facilities are excellent, and in many individual instances have been successful, though particularly for fruit, care is necessary as to the time for irrigation and the quantity of water to be brought on the land. For considerable areas, however, there are not only engineering but other difficulties in the way of inaugurating a comprehensive scheme. In some cases the question of water rights is involved; in others, the height of the land above the water level or distance from a source of supply, places the accomplishment out of reach of individual enterprise, while the large allotments of land and the distance between settlers render co-operative efforts unavailing even if the inclination existed, which in too many cases is absent. The remedy seems to be in the subdivision of lands into smaller holdings, and the union of effort on the basis of the betterment system. This condition of affairs is, in fact, being remedied. In the Okanagan and Kamloops districts large companies have purchased large holdings of land and dividing them up for settlement. In such demand, indeed, is this land when subdivided that settlers from the Northwest are paying as high as \$100 an acre, the company providing facilities of irrigation. Large ranches under present conditions are necessary for stock-raising, but with small holdings, cultivated and irrigated, so as to render winter feeding with endive or stored hay practicable, and, if necessary, ranging in common, an increased beef supply and generally better results would follow. More settlers with fewer stock each would be infinitely better for the province than few settlers and large bands of cattle, as at present.

Sheep Raising.

In many instances the fact that sheep are not raised, or only to a limited extent, in the interior, is not an evidence of unsuitability of the country for such industry. On the contrary, the country is generally well suited for sheep raising; but several important considerations must be taken into account. In the first place, from the fact that there are no woolen factories in the province, there is no local market for wool—in fact, a large factor of waste. In the second place, throughout the southern interior the coyotes are very destructive, and it has been found extremely difficult to rid the country of these pests. And what is very important, too, in this connection, where cattle range, cattlemen have very strong objections to sheep running; and as cattle are much the more profitable, sheep are excluded. When woolen mills are in operation, particularly as the price of mutton is always good and the quality

of the product is the best, undoubtedly measures will be devised to overcome these disabilities. It may be stated here parenthetically that there seems to be a favorable opportunity for undertaking the manufacture of woolen goods in this province. There is a large market for woolen fabrics of all kinds, especially blankets, and by the importation of cheap Australian wools it would be possible to utilize the native product by mixing the two. On the coast of the Mainland, the lowlands, on account of the heavy rainfall in the winter season, are wet and develop foot-rot; and the higher grounds are too heavily wooded to afford suitable runs for sheep. Still more clearing is done. The islands between the Island of Vancouver and the Mainland are best adapted for the industry, but even here the industry is not carried on to the extent which is possible, as both on the islands and the southern part of the Island of Vancouver the flocks are subject to the depredations of wild beasts, although the trouble is yearly growing less. With a market for wool, increased attention would be paid to the industry. Sheep for market are principally supplied from the Northwest and Oregon. Of the number slaughtered at the coast only 400 came from the interior. The local supply is not nearly, and probably never will be, equal to the demand, although there is room for tremendous development on the islands of the coast.

Pigs in small farming are probably the most promising of live stock; and owing to the general demand for pork, bacon and hams, and the high average prices of these products, much attention has been paid to the raising of hogs during the past few years, and an increasing degree of system is being imported into their production. Formerly—in fact, not longer than a few years ago—notwithstanding the opportunities afforded in these lines, the industry was prosecuted indifferently, and practically without system. Now, the supply has greatly increased, and the industry is almost on the verge of a

condition to justify the establishment of packing houses.

## Profitable Crops.

The most profitable crops to raise for hogs are clover and peas—the former as feed for growing hogs, and the latter for fattening purposes. The best market in British Columbia is for hogs weighing from 125 to 150 lbs, fat enough for the butcher. There is a constant demand for hogs of this class. The object of the grower should be to have a uniform supply of the character referred to, at all times of the year, rather than to have the majority of the hogs ready for market in the fall months only. The breeds which mature early are the best for this particular trade, such as the Berkshire and Poland-China. The most profitable branch of the industry is growing for the butcher, rather than for packing purposes, for the reason that at no time have we a sufficient number of hogs available to run a first class packing establishment, but a steady demand for fresh pork can be relied upon in the food market. The matter of packing houses is far in the future, for the very good reason that the consumption of fresh pork is greater than the production, and is likely to continue so. The pork industry has never been much pursued on Vancouver Island, being confined almost entirely to the Mainland, on account of the difference in fodder crops, there being a better supply of clover and grain on the latter.

Over recent years dairying has rapidly come to the front. A large number of creameries are operating successfully in the various districts, while this phase of the industry is being scientifically carried on, has aroused an interest in agriculture to a marked extent. There is no question that British Columbia possesses every element necessary to make it a great dairying province, the products of which should include cheese and condensed milk. Following are the returns of all the creameries in the province for the year 1904:

	Ave.
No. Bns. Patrons. Price.	
Abbotsford ..... 6,000 \$ 1,140.00 37	
Chilliwack ..... 177,245 35,534.00 ..	
Comox ..... 51,395 ..... 26	
Courtney ..... 17,039 ..... 27	
Cowichan Creamery ..... 126,632 32,322.58 283	
Delta Creamery ..... 94,000 22,729.44 286	
Eldon Bank ..... 148,180 33,271.00 2248	
Naimmo ..... 38,154 10,927.00 283	
New Westminster 206,287 45,024.07 2750	
Okanagan ..... 22,141 4,589.82 2870	
Salt Spring Island 37,812 7,697.70 26	
Sumas ..... 26,833 5,798.75 ..	
Surry ..... 8,670 1,861.11 2722	
Victoria ..... 154,051 38,094.46 2850	
Total number of pounds, 1904. 1,113,276	
Total number of pounds, 1903. 958,845	

Poultry raising is being prosecuted on a pretty extensive scale in the province, especially in the coast districts, and fair profits are yielded.

## To Encourage Agriculture.

For the promotion and encouragement of the agricultural industry in the province a large number of agricultural associations and farmers' institutes have been organized. Under the auspices of the former fairs are held in the fall, and these are always fraught with the most gratifying results. Frequently experts are sent to the province by the Dominion department of agriculture for the purpose of giving lectures on the different phases of the industry. In addition to these organizations there are the Dairy Farmers' Association, Victoria Poultry and Pet Stock, Vancouver Poultry and Pet Stock, Nanaimo Poultry and Pet Stock and British Columbia Fruit Growers' Association, all of which have contributed materially to the solid condition of the farming industry, an industry which, according to the Dominion census returns of 1901, represents an investment of more than forty millions of dollars.

## FARM NEAR VICTORIA.

found in Canoe River valley, opening the way to the northern interior from Kootenay; in the Chilcotin country, including the Nechako and Blackwater valleys; in the Bulkley and Kispiox valleys; in the Ootsa Lake and Peace River countries; on the northern end of Vancouver Island, and on the islands and coast of the Mainland, which with improved facilities of communication will furnish homes for thousands of settlers. These areas aggregate about 6,500,000 acres. But to render them productive railway connection is necessary, because otherwise it is practically impossible for their exploiters to gain access to the markets. Although suitable land in the already settled districts have been all taken up by private parties, farms partially improved or in favorable localities may be obtained from ten to one hundred dollars an acre, according to situation and character. In this connection it may be remarked that a small farm ranging from forty to one acre with soil deposits exist, no better re-

always affects the agricultural conditions of any country. There are several distinct climatic zones in the province, and the treatment of agriculture must be divided on corresponding lines. On the coast, where the direct effect of the ocean is felt, there are: A decidedly humid atmosphere, a good deal of rain during the winter months, no extremes of heat and cold, a long growing season, cool nights and profuse vegetation. It is scarcely necessary to explain the general effect of such conditions; tree growth is generally greatly stimulated, wood and vegetables flourish; the softer grains, such as oats and barley, yield largely and grow to great perfection; grapes are abundant; fruit such as peaches, cherries and plums and all small fruits, are practically indigenous to the soil, and yield enormous blossoms; and shrubbery is dense; it is a country of great growth, and where

the Thompson and Upper Fraser valleys. **Fruit Growing.** The fruit growing possibilities of the province are dealt with more fully in another article, but it would not be out of place to make a passing reference here. Many orchards have been planted out and are bearing; some of them quite old; but the care—or, rather, lack of care—exercised in their cultivation, and the promiscuous character of the fruit trees, purchased without knowledge of local requirements from unscrupulous agents of foreign nursery stock, afford but little indication of what would have been accomplished, had the care—or, rather, lack of care—exercised in their cultivation, and the promiscuous character of the fruit trees, purchased without knowledge of local requirements from unscrupulous agents of foreign nursery stock, afford but little indication of what would have been accomplished, had the care—or, rather, lack of care—exercised in their cultivation, and the promiscuous character of the fruit trees, purchased without knowledge of local requirements from unscrupulous agents of foreign nursery stock, afford but little indication of what would have been accomplished, had the care—or, rather, lack of care—exercised in their 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# Northern Areas of B.C.

Extensive Districts Containing Natural Wealth of Infinite Variety Waiting for Era of Development to Dawn—What Will Happen When Railroads Come

**I**N SPITE of the great industrial activity, the opening up of its multifarious resources, and the extension of railway communication, that have characterized the past decade of British Columbia's history, there can be no gainsaying the fact that the province's development has been nothing more than superficial. Any one at all familiar with the trend of this development must see that it has been confined almost entirely to the southern part as a sequel to the construction of the Canadian Pacific railway and the advent of its auxiliary enterprises. A glance at the map is sufficient to show this; the absence of marks indicating cities, towns and mining camps in itself describing a vast expanse of territory as practically an unknown land. In the northern division of the province there are potentialities equal, if not superior, to the southern region, but its opportunities have amounted to little more than nothing. It is starving for lack of

spring-like degree. Such is the effect of these warm winds that at many places settlers allow their cattle to roam at large all winter and forage for themselves.

#### The Great Cassiar District.

Dealing first with the Cassiar district generally an idea of its extent can be gained from the fact that its acreage is more than 165,000,000. It takes in practically all the northern portion of the province. It has been exploited to some degree, but after all when one closes his eyes to the mineral discoveries he finds that, search as he may, he can discover but little about boundless Cassiar. Its yield of gold to date is more than eight millions, a pretty substantial total, but not of any considerable magnitude in comparison with the production in the Yukon country.

The Atlin mining division, which is part of the great Cassiar territory, occupies the extreme north of the province. Its length is about sixty miles, and its width is thirty. The country is moun-

tainous with many peaks above the snow-line, but there are tracts of land well suited for agriculture, as experiments have fully proved. Excellent fish is obtainable from the lake, some of the trout weighing as much as twenty-three pounds. Russian influence did not extend as far inland as Atlin. Indeed the district seems to have been quite uninhabited prior to the coming of the prospector, for the few Tagish Indians who are now there arrived within the past few years. But old and rotten sluice boxes have been found which indicate that the region was visited in the early days by men who probably drifted north from Cariboo and Cassiar diggings. In 1898 Fritz Miller, guided by a sketch map in his possession which he received from his brother, crossed Atlin lake, proceeded to Pine creek and staked discovery claim. This discovery soon became known, and a stampede followed. Before winter all the principal creeks were staked, and in the spring there was a tented community with a population of five thousand people on Atlin town-

of yearly production given below. The

total production from 1888 to 1904 (inclusive) was \$2,995,000. The production for individual years is as follows:

1888	\$ 75,000
1899	800,000
1900	450,000
1901	300,000
1902	400,000
1903	440,000
1904	530,000
Total	\$2,995,000

About Golden Cariboo.

Cariboo has been more spoken of than any of the great northern interior districts of the province. It extends from 52 degrees to 60 degrees north latitude and from the 120th to the 126th degrees of west longitude, containing in the aggregate 96,350,000 acres. It was in this district, drained by the tributaries of the Fraser in the vicinity of Barkerville, that the great gold excitement of the early days occurred, and it is estimated that out of these creeks about fifty million

milder, and the principal crops can be grown without trouble.

In the auriferous districts of Cariboo, where the placer mines exist, large hydraulic enterprises are now operating and some half a dozen companies expending from \$250,000 to several million dollars each are working on an extensive scale. These will very probably restore to golden Cariboo some of its old-time prosperity. Railway communication either from the coast or from the main line of the C. P. R. will doubtless be established in the course of a few years. In the Cariboo district in the vicinity of Alexandria, 150-Mile House, Soda Creek and the mouth of the Quesnel river, there are a number of fine ranches producing grain, vegetables and cattle. In the northeastern corner is the famed Peace River country, of which Professor Macoun has written:

#### The Peace River Country.

"It is difficult to define the limits of that part of the Peace River district lying within British Columbia, as com-

monly known as the Yukon district, and remembering what I have seen on Peace river, the Nechako, Lake Babine and the reports from the Skeena and Stikine, I am led to believe that the day of a general awakening has come, and we can now say that Northern British Columbia will, in the future, support a very large population on its own productions. Throughout the whole region, including the Yukon district, food for horses and cattle in any quantity can be grown. At Dawson, clover and timothy were found last season to do remarkably well. Oats, barley and wheat so far matured that, after drying, the ears looked ripe. Last month I sent three cars of wheat grown at Dawson, in latitude 64 degrees 15 minutes, to the Experimental farm in this city, to have it tested. The report received the other day was '100 grains planted, 100 grains sprouted, and 100 grains were vigorous, and no weak plants were produced.' Such a report as the above shows that all lands suitable to grow wheat in the Peace river region, Northern British Columbia and the Yukon district, have climatic conditions suitable for the growth of all necessities in a civilized community."

The whole district, as said above, is an almost level plateau, with a slight dip to the valleys of the Peace and Smoky rivers. Owing to the depth of these valleys and the absence of rock, the conditions for drainage are perfect, and all boggy places and wet or damp tracts will be easily drained. As will be seen by consulting a map, the finest tract lies between the Smoky river and the Peace, and here the earliest settlements will likely take place. The shelter afforded by these river valleys, with others that traverse the plateau, will be at once taken advantage of for the protection of stock and the nearness of water.

"The timber trees of the district are few but valuable. Aspen, poplar and white spruce are the prevailing trees though cottonwood and black spruce are abundant in the river valleys, especially on islands. On the islands, the latter tree grows to a great size and height, and it was not uncommon to see trees five feet and more in diameter on islands above and below St. John.

"It is more than likely that large coal deposits exist under much, if not all, of the district. In the autumn of 1872 the writer found a small seam of coal in a

valley, which the officials of the Grand Trunk Pacific Company are largely interested. Copper has also been found in this locality, and enterprises are on foot at the time of writing for mining operations on a large scale.

"South of the Bulkley valley region is another fine expanse of country known as the Ootsa lake locality. Of this land J. W. McIntosh, of Vancouver, who was commissioned by the government to try to locate a good route to the interior

has described to be rich in many resources, affording splendid opportunities for the farmer and miner alike. The great difficulty in the way of the settlement of this country is its inaccessibility, and the provincial government has dispatched several parties along the coast to ascertain the most feasible route for a wagon road. There is one from Hazelton, on the Skeena, but it hardly seems to answer the purpose. Extensive coal measures have been uncovered in the Bulkley valley, and it was but recently that a company owning some promising black diamond fields disposed of its holdings to an organization in which the officials of the Grand Trunk Pacific Company are largely interested.

"Copper has also been found in this locality, and enterprises are on foot at the time of writing for mining operations on a large scale.

"On the slopes of the hills facing the south and west, where the snow never covers the grass, I think a limited number of cattle could also find sufficient feed in the winter time. The Indians say that it is not nearly as cold in winter time in the Ootsa and Cheshiata Lake country as it is around Fraser lake or in the Bulkley valley. The eastern half of Francis lake does not freeze over, and some of the rivers also remain open, so the Indians informed us. This can only be accounted for by the proximity of that portion of the country to the salt water at Kitlope Inlet, which extends well in through the coast range, and a low pass at its head permitting the warm breezes from the Pacific to enter the country and temper the climate. According to the Indians, snow is all gone by the middle of the month of February and rain during the winter months is unknown. The soil is very productive over a considerable portion of the country between Ootsa and Francis lakes, as well as in the Bulkley Valley, potatoes and other vegetables, where planted, giving a large yield and of a superior quality. I can see no reason why wheat, if sown, should not do well, as the soil and summer climate is very similar to that of the Northwest.

"The whole country affords excellent opportunities for the sportsman, game being plentiful and the fishing the best in the world. The lakes are filled with trout and char, and a species of whitefish, but not the same as the whitefish of Manitoba. I have seen the Indians of Manitoba, I have seen the Indians set a small net about 60 feet long and 3 feet deep, in the evening, off a point on Ootsa lake, and in the morning there would be over 150 pounds of trout caught in the net. We saw a good many deer while there. They are as heavy as two of the coast deer, and their flesh the tenderest meat I ever ate. They are always fat, as there is an abundance of pea-vine everywhere.

"Taking the open and partly open country lying between Ootsa lake, on the south, and the Hudson's Bay Co.'s ranch in the Bulkley Valley, on the north, with out going east any further than Fraser lake, I consider there is ample room for 500 good stock ranches, and I know of no other country where the conditions are more favorable for stock raising, if it were not for the lack of roads, by which cattle could be driven to a market, and by which provisions and implements could be brought in. The only way at present to bring implements necessary for hay-making, etc., into the country is to pack them on horseback over a very poor pack trail, either from Hazelton or Bella Coola.

"The northern coast line of the province is fairly well settled at different points, especially on the Skeena, Port-land Inlet, Rivers Inlet and other localities, which are brought into touch with the centres of provincial trade by steam-boat connection. Port Simpson promises to become a place of considerable importance when the country behind it is opened up, Hazelton and Port Essington on the Skeena also have within them the promise of commercial prominence. The cannery industry on the Nass, Skeena and Rivers Inlet has done a great deal to promote and sustain settlement, quite a large number of these establishments being operated there.

river bank between Dunvegan and St. John, south of the Peace river. This

country gives the following interesting descriptions:

"Considerable doubt has been expressed by people who have travelled in the northern interior of British Columbia as to its suitability as an agricultural country, on account of summer frosts. I can only speak from what I have seen myself, and I would say that I left the Ootsa Lake country this year (1903) on August 25th, and up to that date there had been no sign of summer frost. The Indians living at the west end of Cheslata lake had some small patches of

potatoes and other vegetables growing there, and had there been any frost the potato tops would have shown signs of it and be blackened; on the contrary,

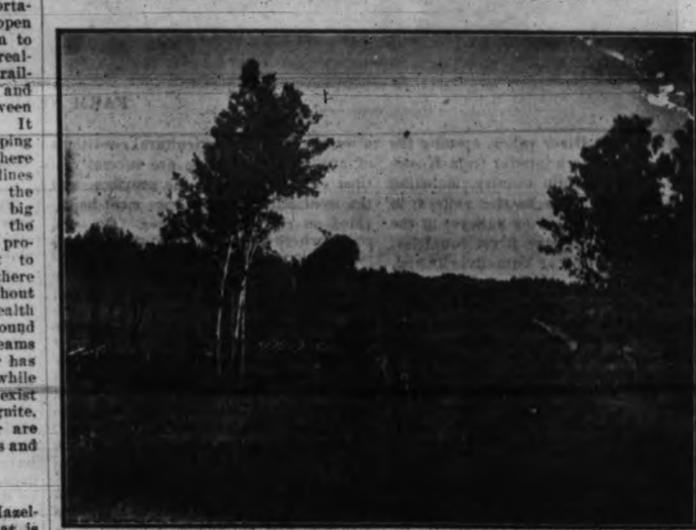
I never saw healthier or fresher looking tops. The pea-vine also, which is very easily blackened by frost, was untouched.

The weather, during most of the time I was in the Ootsa Lake country,

from August 2nd to 28th, was rather hot.

There were thunder showers nearly every afternoon. The prevailing winds appear to be from the west. We

noticed that wherever a tree was blown down by the wind its top was pointing east. The Indians said that Chinook winds blow frequently in winter, taking

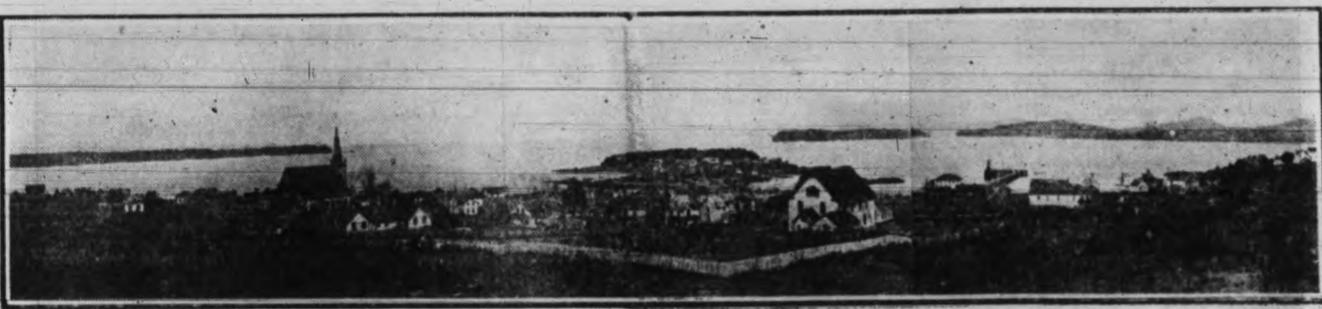


STACKING HAY, BULKLEY VALLEY.

#### The Bulkley Valley.

About sixty miles inland from Hazelton on the Skeena is situated what is known as the Bulkley Valley country, which exploring parties and prospectors

VIEW OF PORT SIMPSON.



TOWN OF ATLIN.



MAYFIELD, BULKLEY VALLEY.



OAT FIELD, LA-CROIX-RANCH, BULKLEY VALLEY.

away whatever snow may be on the slopes facing the west and south. The Indians have quite a number of horses in that country, which are allowed to roam at will and make their own living in winter, without being fed by anyone.

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"The district in general appearance somewhat resembles Kootenay, by its north and south lake system, but the mountain ranges are less rugged, appearing as low, rounded groups with wide valleys or low slopes between them. The greater portion is readily accessible, either by boat or pack animal. Bunch-grass is abundant along the upper valleys. The geological conditions of the district appear favorable to the production of ore bodies, the chief rocks being sandstones, quartzites and magnesian rocks. Areas of granite occur throughout, and other intrusions of a more basic character are common about the more apparently mineralized localities. Pine creek with its tributaries, Spruce, Boulder, Wright, Birch and Otter creeks, together with McKee creek, are at present the productive gold-bearing creeks. They lie in rocks, which appear to be a distinct series. Rocks of a shaly or schistose character are not common, excepting about Wright, Otter and the upper part of Spruce creeks. The prevailing rocks are of a rather massive, fine-grained appearance, often similar to greenstone.

Nearly \$3,000,000.

#### The Bulkley Valley.

About sixty miles inland from Hazelton on the Skeena is situated what is known as the Bulkley Valley country, which exploring parties and prospectors

have seen on Peace river, the Nechako, Lake Babine and the reports from the Skeena and Stikine, I am led to believe that the day of a general awakening has come, and we can now say that Northern British Columbia will, in the future, support a very large population on its own productions. Throughout the whole region, including the Yukon district, food for horses and cattle in any quantity can be grown. At Dawson, clover and timothy were found last season to do remarkably well. Oats, barley and wheat so far matured that, after drying, the ears looked ripe. Last month I sent three cars of wheat grown at Dawson, in latitude 64 degrees 15 minutes, to the Experimental farm in this city, to have it tested. The report received the other day was '100 grains planted, 100 grains sprouted, and 100 grains were vigorous, and no weak plants were produced.'

#### The Peace River Country.

"It is difficult to define the limits of that part of the Peace River district lying within British Columbia, as com-

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# Tyee Copper Company, Ltd.

Owens W H-Known Mines on Mt. Sicker, and Smelter at Ladysmith - A very Successful Enterprise on Vancouver Island.

**I**T is questionable if the mining records of the Northwest can show a more successful enterprise than that of the Tyee Copper Company. It is an undisputed fact that no stock stands more firmly on the English market, while from the moment the company took hold of the properties under its control, the management has disengaged criticism. The able manner in which the affairs of the mine and smelter have been conducted has won the entire confidence of those fortunate enough to be shareholders.

The Tyee Copper Company, Ltd., was formed for the purpose of exploiting a promising mining property on Mount Sicker, a point about eight miles from Duncan on the Esquimalt & Nanaimo railway, and some fifty miles from Victoria. This mine was discovered in consequence of a fire, which cleared the mountain of the timber that coated it. A prospector wan-

actual cash is held in reserve in London. The Tyee Copper Company, therefore, is in an exceedingly strong financial position.

The property of the company consists of 250 acres of mineral lands, 800 acres of timber lands, 60 acres of fresh land at Tyee Siding on the E. & N. railway, which is the lower terminal of the tramway from the mine, and 45 acres at the Ladysmith smelter.

Since the commencement of ore shipments to Ladysmith in the autumn of 1902, over 250,000 tons of ore have been shipped from the mine, and this ore has produced 16,200,000 pounds of copper, 355,805 ounces of silver, and 20,189 ounces of gold. The ore body which has supplied the lode and given these fine results has an unbroken length of at least 2,000 feet, with a maximum width of 50 feet and a mean width of 20 feet of clean red ore. The ore is shipped to the smelter with practically no grading, and is broken out clean from wall to wall. There are sufficient ore re-



ROASTING ORE AT TEE SMELTER.

being discussed. This will probably be put in this year and will enable the main shaft to be sunk to a depth of over 2,000 feet. At the present time the main shaft has attained a depth of 800 feet, and

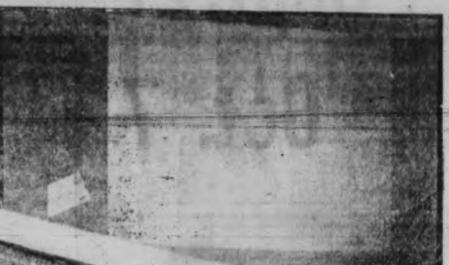
city of about three times that much, and all that is necessary to treble the output is the actual machinery, ground between the power house and smelting shed having been excavated for possible extension. The buildings themselves, situated on the 37-foot level, have been erected sufficiently far back into the hillside to admit of the installation of a Bessemering plant whenever the amount of ore procurable justifies the company taking this step. Two spurs of the E. & N. railway enter the property on the east, the lower one to the 37-foot level for the shipment of matte and the upper into the 51-foot level for the delivery of coke and coal. At the rear of the smelter, also on the 51-foot level, are the burnt ore bins of a capacity of 1,000 tons for the storage of burnt ore from the roast piles. The tramway, about two thousand feet in length, connects these bins with the roast yards lying at the west.

When the ore is brought from Tyee Siding to the smelter it is deposited into two sets of bins at the roast yards, having a capacity of 1,900 tons. From this point it is trammed over a series of six permanent trestles, placed sixty feet apart and running north and south. At right angles to these trestles are six trenches four feet deep and forty feet apart, thus dividing the ground into beds sixty by forty feet. The ore is spread over the ore beds by means of a traveling bridge between the permanent trestles, and running on rails. In this way the ore can be dumped onto any part of the pile, each series of trestles being provided with one bridge. This traveling bridge is the invention of the manager, Thos. Kiddie. Side dumping cars are used for running out the ore over the piles, the bridge forming a circuit between any two sets of trestles. In this manner the piles are built up and the bridge pushed forward to the next ore bed. The ore is piled in 350-ton

spurts, when cool it is roughly broken and is ready for shipment.

In the smelter shed on the east are a water-jacketed receiver, matte sampler, one 7x10 Blake crusher, sample grinder and hoist elevator. The engine and boiler house on the east of the smelter shed is 70x50 feet. In the rear of the boiler is the coil bunker, 40x20, over which a

constant flow of slag runs into the re-



SMELTER MANAGER THOS. KIDDIE.

purposes. Abundance of light and ventilation is provided in each room, every detail being worked out for convenience of manipulation, making the smelter one of the most complete in British Columbia.

During the past year the new sampling plant was completed. The mill is equipped with a No. 4 Gates crusher, Blake crusher, rolls, grinders, and a complete set of Synder automatic samplers. An additional steam boiler of 80 horse-power was installed, while more trackage was put down to facilitate the delivery of ore. The furnace was in blast 265 days of twenty-four hours each and the total value of the metal produced, less refining charges, was \$831,002.

Another improvement, which is being installed at the time of writing, is a modern hot blast system, which will be in operation when this issue reaches its readers. There is absolutely nothing in the establishment which is not thoroughly up-to-date, and that this standard will be maintained those who know the methods of the management feel perfectly satisfied. The smelter enjoys the best situation of any on the Pacific coast, and is in a position to handle customs ships of not only the coast mines of British Columbia and on Vancouver Island, but also Alaska. The works were constructed on the designs of the smelter manager, Thos. Kiddie, his son, John Kiddie, C. E., being in charge of the construction. Geo. Williams as mechanical engineer. The Tyee Copper Company has done



VIEW OF TEE COPPER COMPANY'S SMELTER, LADYSMITH.

dering over the burned area noted what appeared to be an outcrop of good ore. Examination disclosed that it was a splendid grade of copper, and it was not long before the foundation of an extensive mining industry was laid at Mt. Sicker. From the start the Tyee was one of the most promising properties to feel the force of development. First it was under the control of local people, but eventually it was acquired by the Tyee Copper Company, an organization with headquarters in London.

This company authorized operations on a large scale, but within the bounds of economy. This is, perhaps, one of the chief factors contributory to the success of the enterprise. Its promoters have never exceeded their limit in the matter of expenditure, while at the same time they have continued to develop their property in the most systematic manner. Within the past eighteen months, twenty per cent. in dividends has been paid, while more than \$250,000 in now

serves left in this one immense body to supply the smelter for at least a year, and probably far more than this, while development work in depth is being vigorously prosecuted.

The underground openings in the mine cover a distance of considerably over two miles.

The machinery at the mine consists of a 50 h. p. hoisting engine, five boilers, ten drift Ingersoll-Sargent air compressor, ore dressing plant with belt conveyor, Riblet automatic aerial tramway of 3½ miles in length, having a capacity of up to 400 tons of ore per day, and a pumping plant on the Chemainus river which lifts 100,000 gallons of water per day to a height of 1,800 feet, and this gives an ample supply of water for mining, domestic purposes, and last but not least, for protection against fire. There is also a sawmill and lumber camp for supplying the mine with timber. The question of the installation of a power ful, first motion hoisting plant is now



VIEW OF MT. SICKER SHOWING TEE MINE.

by the end of this year it is expected that it will be down to the 1,200-foot level. Cross cutting and drifting will be done at each level, and this work is now being supplemented by a Diamond drill.

Development work is not being confined to the Tyee claim alone, a shaft having been sunk on another portion of the company's property about 2,500 feet southwest of the main shaft. This shaft is now down about 150 feet, and a long drift is being run eastward towards Tyee ground. Some copper ore has been met with in this drift, and the indications are very favorable for the discovery of large deposits of copper.

The Tyee Smelter at Ladysmith,

The ore is conveyed from the mine to Tyee Siding on the E. & N. railway by the Riblet tramway. This is fitted with automatic loading and discharging devices, and has given great satisfaction for its economical handling of ore. From Tyee Siding the ore is conveyed to the smelter in bottom dumping cars. The smelter is splendidly situated at the west of the town of Ladysmith and lies between the E. & N. railway line and Oyster Bay, allowing a water frontage of approximately one mile in length. A lagoon in the bay extending one thousand feet in length by five hundred in breadth forms an excellent dumping ground for slag. Outside of the lagoon there is deep water for dock purposes. The ground between the high water mark and the E. & N. railway track has been arranged in terraced form, providing a gravity system throughout.

Although the present capacity of the smelting plant is two hundred and fifty tons per day, the power house, smelting shed, and dust chamber have been built for a capacity

of about thirty days' roasting. When sufficiently cold it is shovelled into two-ton cars standing in the cutting and trammed by horse power to the bunkers at the smelter, from the bottom of which bins the

spur from the E. & N. track runs for the delivery of coal for power purposes. Two 80-horse power boilers of the returned-tubular type supplies the power for the engine which drives the No. 7 Connerville blower, crusher and eleva-

tions. An electric light engine and dynamo furnishes light for the plant office, assay office, bins, etc., while a complete system of fire hydrants has been installed in each department.

The assay office is situated at the east of the smelter, and has a frontage of forty-six feet. It is divided into three rooms, and in the rear is the furnace room, 20x16 feet. The front building is divided into balance room, assay room and analytical room, each 16 feet deep and heated with hot water. The interior fittings are polished cedar and the rooms

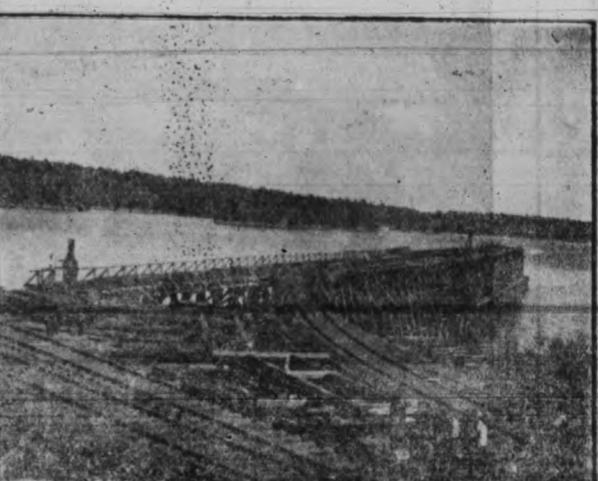
are plastered throughout. The furnishings and chemical apparatus are of the most complete kind, consisting of analytical and button balances, scales, platinum ware for the electrolytic determination of copper and beryllium, etc. In the furnace room stands the 30-foot stack, divided into four compartments, with on either side are situated a muffle furnace of the most approved type, and a sand bath with hot air oven, all being fired from one side, while the openings are in the assay and analytical rooms respectively. In front of the stack stands a melting furnace 16 inches square inside, used for experimental



RUNNING OFF SLAG AT TEE SMELTER.

charges are drawn as required for the furnaces, the power being transmitted by means of a rope drive.

The water supply for the works has been provided by the E. & N. Railway concrete foundations of ample dimen-



WHARVES AT LADYSMITH.

Sept. 27  
to Oct. 7

# DOMINION FAIR

UNDER THE AUSPICES OF

The Royal Agricultural and Industrial Society

1905

In the Historic and  
Picturesque City of

## New Westminster, B.C.

Located in the Lower Fraser Valley  
"The California of Canada."

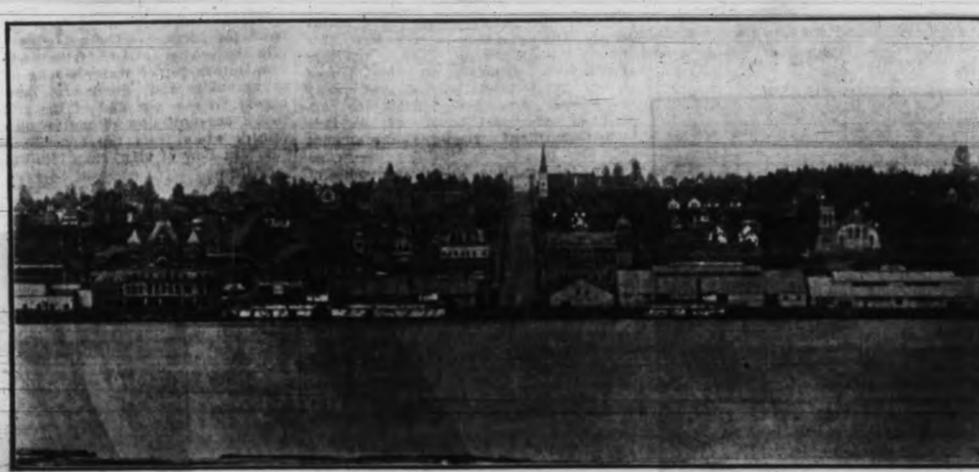
\$100,000 IN PRIZES AND ATTRACTIONS \$100,000

### Space FOR Exhibits

of all sorts of Natural Products and Manufactured Articles from all over the Dominion.

#### THE BRITISH COLUMBIA EXHIBITS

Displayed in abundance will include:



ROYAL CITY ON THE BANKS OF THE FRASER.

## Thoroughbred Live Stock and Agriculture

Luscious Fruits, Flowers, Fragrant and Beautiful, Mammoth Timbers, Minerals, Fish, Game, etc.

### ATTRACTION FEATURES

The Attractions Day and Night During the Eleven Days of the Dominion Fair will provide Entertainment of such a unique character as British Columbia is alone in a position to present.

There will be gathered together from all parts of the Expansive Province, and assembled on the banks of the Fraser, thousands of Indians, who will exhibit their strange paraphernalia of Peace and War, their still primitive modes of transportation, their works of semi-civilized art and superstitious fancies, affording an insight into their weird but interesting ideas of creation and life.

A Programme of Sports will be provided for them, and as the different tribes come into competition, the usual life and death struggle for supremacy will result.



INDIAN CAMP DURING FISHING SEASON.



A PRIZE BUNCH OF B.C. JERSEYS.

### THE Rarest Opportunity

Ever had to comprehend the vastness of the Dominion, its varied and unlimited resources, and to realize the great possibilities of Trade development within its borders, is offered at the 1905 National Exhibition in the Royal City of British Columbia.

#### WORLD'S CHAMPIONSHIP EVENTS IN

## ROWING & LACROSSE

Military Parades and Exercises, Horse Racing, Wild West Broncho "Busting" Exhibitions by the most daring riders of the plains, Music by World-Famous Bands, Stupendous and Dazzling Pyrotechnic and Electric Displays.

### Grand Water Carnival

Parade of the Fraser River Salmon Fishing Fleet, Patrol Boats, H.M. Warships, etc.

### THE SOCKEYE RUN

Where all such Shows as are to be found on the Midway, Pike or Trail of World's Fairs will hold forth in confusion

FOR ALL INFORMATION WRITE

**W. H. KEARY, Secretary and Mgr.  
NEW WESTMINSTER, B. C.**



HAULING IN THE BIG LOGS.

An Industry for Which  
British Columbia Has Re-  
cently Become Famous



IT IS the last year British Columbia's fruit growing resources have sprung into international fame. The principal factors that contributed to the widespread advertising of the fruit of this province received, were the achievements at the Dominion exhibition at Winnipeg, and in London, England, where this productive domain captured the gold medal awarded by the Royal Horticultural Society. This latest distinction became the more noteworthy in view of the fact that the competition was open to all comers. So deep was the impression created by the British Columbia display that the London Times published the following account of it:

"At the Horticultural Society's show of flowers and fruit, held yesterday at the new hall, Vincent Square, one of the most interesting collections was the exhibit of apples, pears and plums sent by the government of British Columbia.



A TREE OF QUINCES NEAR VICTORIA.

The Agent-General had intended to exhibit the fruit at the society's fruit show a fortnight ago; but if only arrived a day before the show, and he was unable to get it unpacked and arranged in time. An opportunity, however, was afforded yesterday of comparing the colonial apples with some fine home-grown collections, and while it cannot be said that they are superior to the best English specimens, it must be admitted that they approach them very closely in color, shape and flavor. Moreover, the British Columbian fruit is in good condition, notwithstanding the fact that it had been picked as early as September 1st and had traveled three thousand miles by train and three thousand miles by steamer.

The fruit is not uniformly graded, but is free from insect attack, which is mainly due to the legislative efforts made of late years to eradicate the codling moth and other insect pests. Among the varieties of apples exhibited were: Fall Pippins, Kings, Vandervers, Twenty-ounce Pippins, Blue Pearmain and Oranges from Lytton, B. C., Ribston Pippings, Wolfe Rivers, Wealthies and Snows from Lytton and Kelowna, whilst the latter place also contributed Warners, King, Canada Red, King of Tompkins Co., Ontario, Jonathan, Northern Spy, Bell of Boskoop, Baldwin, St. Lawrence, Greening, Golden Russet, Alexander, Blenheim Orange, Wagoneer and McIntosh Red apples, and Beurre-Clairegeau, Easter Beurre, Beurre d'Anjou and Howell pears. From Victoria: B. C. also came Wealthy, Gravenstein and Ribston apples and plums.

The object of the Agent-General in bringing the exhibit to the notice of the public is not so much to seek a market for this class of produce as to demonstrate to intending emigrants that British Columbia offers splendid advantages to all who desire to follow pursuits on the land in one or the other of our colonies. The province has markets near at hand, which make it unnecessary at present to find an outlet for its products in the Mother Country; but there are large areas of arable land of great fertility and capable of producing much more than is required by its present prospective population. On account of the topography and extent of the province the climate is varied, so that its products embrace those of semi-tropical as well as temperate zones. The apple is the fruit of the country, and as will be judged from the specimens now in London, it attains great perfection together with the pear, plum, prune, cherry and all small fruits, while most other fruits are successfully grown. The area under fruit has greatly increased during the last six years, and people generally are adopting methods more in accordance with well understood principles of fruit culture. Considerable interest was taken in the exhibit yesterday, and among those who examined the fruit were Lady Aberdeen, Hon. J. H. Turner, Agent-General for British Columbia; Hon. R. G. Tatlow, Finance Minister of the province, who brought the government exhibit over with him. The Royal Horticultural awarded a gold medal for the exhibit."

This is the record made by British Columbia in the Old Land. Picked as early as the 1st of September, conveyed over six thousand miles on land and sea, the fruit retained sufficient of its superb qualities of size, color and flavor to capture the coveted prize offered by the distinguished association of England. In exhibitions nearer home—at Winnipeg, Boise City, Idaho, Washington and Oregon, the fruit displays from this province have been equally successful. At the big Dominion national fair to be held at New Westminster later in the year, British Columbia fruit growers will endeavor to repeat their performances, and they are optimistic as to the possibilities of success. Particular attention will be given

# A Fruit Growing Province

Product Won First Prize  
In Competition in London  
—Where Fruit is Grown

to the display of fruit prepared for commercial purposes, as it is realized that in this line the greatest proficiency should be shown.

## Great Fruit Producing Zones.

In considering this province as a fruit producer it would be well to divide it into three zones. These are, the Interior District, the Lower Mainland and Vancouver and other islands in the Gulf. In the interior conditions are eminently favorable for the production of apples of the finest quality and appearance. The varieties grown will not be the same in all sections, but there is no question that good market varieties can be grown in all districts where ordinary farming operations are carried on. A great many varieties have been successfully grown in the interior, but the market varieties most profitable are Duchess of Oldenburg, Wealthy, Mackintosh, Red, King of Tompkins, Red Cheeked Pippin, Ben Davis and Northern Spy. There are certain valleys where wheat growing has

increasing in magnitude, and in the future it is bound to be the principal and great market of the interior British Columbia fruit. Some of it goes to the mining camps of the Kootenays, but the best present and prospective market is the Northwest. Quantities are shipped to the coast, late winter apples finding a market there. Grapes and peaches command higher figures in the Northwest than they do on the Coast, on account of the competition from California not being so great there.

While the Okanagan has come to be regarded as the principal fruit producing area of the province, it enjoys no monopoly of horticultural wealth. The possibilities along this line, throughout the entire country in what is known as the "dry belt" are extremely bright. In the Kootenays, east and west, there are patches excellently adapted for the industry, special attention being given to it in the locality of Nelson. In the Boundary district the possibilities are also manifold. The Kettle River country in particular seems destined to be of considerable horticultural importance.

Until recently little had been done in this direction, the ranchers having found

a profitable market for other products. But the increasing acreage under potatoes and other vegetables has brought the price of these things down to such a figure that the farmers are beginning to realize that fruit growing is the most profitable industry to turn their attention to. The area suitable for horticulture, in this district, is estimated as ten miles long by two and a half wide, or sixteen thousand acres. While a considerable portion of this is comparatively poor soil, with the gravel somewhat close to the surface, there is a large area of excellent soil adapted to many of the better classes of fruits. In some seasons irrigation plays an important part in crop production. There is no question that the success of the fruit displayed at the Royal Horticultural Exhibition in London last year will greatly stimulate the industry in these districts in which it has hitherto not been carried on extensively.

The country south of Penticton, stretching from Okanagan lake to the boundary, seems to be on the eve of a very prosperous era in fruit growing. The acquisition of the immense Ellis domain by a syndicate represented by the Messrs. Shatford, and its subdivision into small marketable blocks, will bring a large number of settlers to the country, who will at once recognize its importance from a fruit producing standpoint. What is sadly needed there as well as in the neighboring Similkameen district is railroad communication. Without access to the markets the fruit grower labors under intense difficulties. But the railroad magicians, doubtless, are much alive to the importance of opening up these sequestered areas, and before long the long felt want will be supplied.

A conspicuous feature in the fruit growing industry of Vancouver Island is the splendid variety of small fruits grown. The production of strawberries has attained considerable proportions, and last year the markets of the Northwest Territory and Manitoba were very successfully catered to. A large quantity was shipped, and the expectations are that the output will be doubled this year.

The principal variety of strawberry grown is the Magoon, which is splendidly adapted for shipping and carries in first rate form as far as Regina. Raspberries and Logan berries are also grown extensively for the local trade, while an exceptionally good variety of cherries is produced for shipment, especially the Royal Sand, Bing, Olivet and Belle Magnifique. These are raised principally in Victoria district and Salt Spring Island, the latter locality, being a leading kind, and are hard to beat. In fact the Vancouver Island summer and fall apples cannot be surpassed anywhere, not even by those of the famed Okanagan or Ontario. Conditions for the production of pears also are very favorable.

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The question of the best variety of different species to plant has always been a sensitive one to deal with, owing to their vastness of number and their variability under different climatic conditions, soil and treatment. The greatest fruit growing centres of the world have all made their fame by concentrat-

ing upon the world as a fruit growing district than any other part of British Columbia, but there are other localities full of rich promise in this industry, localities whose product has but recently commanded the interest and admiration of the market. Among these Vancouver Island and the adjacent islands in the Gulf of Georgia are prominent. There the industry has reached gratifying proportions in the past few years, and its progress from now on is bound to be fast. It is true that fruit growing has been carried on in these islands for a long time, but the more or less primitive methods employed were unable to produce an article that could compete with those of the scientific fruit grower.

A couple of years or more ago,

however, the growers began to adopt the most approved methods, not only of cultivation, but of packing for commercial purposes. The results have been that superior fruit has been produced, while the dealers in the Northwest and elsewhere have been very favorably impressed. On Vancouver Island, according to well known growers, the industry has been developing at a very rapid rate. The production of Italian prunes, Pond Seedlings, Grand Duke and Engelbert plums, having been a feature. These are all suitable for shipping to distant markets. In pears, fine quality Bartlets, Louise, Bonne and Wealthy are grown, while apples, the Duchess, Wealthy, Alexandra and King are the leading kind, and are hard to beat. In fact the Vancouver Island summer and fall apples cannot be surpassed anywhere, not even by those of the famed Okanagan or Ontario. Conditions for the production of pears also are very favorable.

It is an understood thing among growers that only the finest specimens will

pay to ship, therefore, the association

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# Potential Kootenay

**W**HAT is known as the Kootenay country is unquestionably one of the most potential sections of British Columbia. It has attracted more attention within the past ten or fifteen years than any other part of the extreme Canadian West, and its progress has been incredibly rapid. Within its confines a large proportion of the lode mining industry of the province has been carried on, representing the expenditure of immense sums of money. This has given birth to numerous prosperous cities and towns peopled by a highly progressive element.

Generally speaking the Kootenay district can be described as the area watered by the Kootenay and Columbia rivers, extending clear to the international boundary line. Although lode mining has been its principal industry, it has other resources which are now being energetically utilized, particularly timber, which includes the finest fir, spruce and cedar. There are also agricultural and fruit growing possibilities in various sections unsurpassed on the continent, so it will be seen that the district is pretty liberally endowed by nature.

Scenically it is a paradise. Its beautiful rivers and lakes, its mountains and forests are impressively grand and awaken the admiration of visitors from all parts of the world, whether it be from Switzerland or the famed districts of Scotland. The forests abound with game of all kinds, both great and small, while the lakes and rivers offer the very best fishing.

The Kootenay district is divided into two sections known as West and East Kootenay. That portion from the Canadian Pacific Railway main line south to Robson, at the foot of the Arrow

Further widening out to the International boundary.

The district immediately in the Valley of the Columbia from Revelstoke to Arrowhead, and the watershed of the lakes on both sides, is not very prolific in mining propositions, partly because at some distance away from this great waterway in a number of places, notably Trout Lake, Ferguson, Camborne, or Fish Creek, and others, there have been very great developments, with corresponding attraction of the attention and efforts of mining men to those sections. However, there has been sufficient work done by the prospector and claim owner to show that this district, with its wonderful advantages of water transportation, will one day develop into a mining field of no mean importance. As it is now furnishes the main highway into the camps referred to and also to the rich camps of South Kootenay and the Boundary district.

Arrowhead, the head of navigation for the south-bound connecting steamers, is a tidy little town, which is rapidly going ahead, its progress being due largely to the establishment within these past two years of two very large saw-milling plants, the Arrowhead Lumber Co. and the Big Bend Lumber Co. That of the Big Bend Lumber Co. draws a large portion of its timber supplies from the Big Bend district of the Columbia River, away north of Revelstoke, down the Columbia, upon which the logs are towed.

Each of these mills has a cutting capacity of something like 100,000 feet per day and the big band saws with which they are equipped chew up the fir and cedar at an amazing rate. With dry kilns, planing mills, and excellent supplying facilities, the plants at Arrowhead are unsurpassed in the interior. The operating of mills and camps with all the tributary industries gives employment to a large and growing force of



FAMOUS LE ROI MINE, ROSSLAND.

one of the most favored in the province, having good grass and soil, fine climate, excellent waterways, affording for all time and at all seasons of the year, easy and open means of access. Nearly

the whole area of the valley is described as a bunch grass country, affording

excellent grazing, though the herds

will be bound to increase and remain

permanent, will have its influence in inducing settlement.

Already the movement is beginning, and publicity is all

that is needed to bring a big influx of

settlers to the now vacant and unproduc-

tive acres of Southeast Kootenay.

There are a number of small settle-

ments along the line of the Crow's Nest

Railway, both east and west of Cranbrook.

Of course some of these are

but beginnings, and those locations in

the vicinity of and east of Cranbrook are

more suitable, apparently, for irrigation,

than for natural production. In the sec-

tions close to the east side of Kootenay

lake there is a superabundance of mol-

taine, and there will actually have to be

reclamation works of great cost and di-

lusions carried out to bring some of

reached in other parts of the interior.

The vast home market which is already

in evidence in the mining centres of the

East Kootenay, and is constantly in-

creasing, will in the very near future

absorb all that can be produced in the

farming portions of the district. Such

a desirable home market, and one which

will be bound to increase and remain

permanent, will have its influence in in-

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taine, and there will actually have to be

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lusions carried out to bring some of

the immense bottom lands east of Koot-

enay lake into shape for cultivation.

There has been some preliminary organi-

zation by a company holding a grant of

land in that district, but little has been

done towards actually reclaiming the

lands. A system of dyking will have to

be installed to bring these areas into

shape. There are many places along the

line of the railway a few settlers, who have made a beginning, and their

success points to the possibilities for the

future. All sorts of fruits and vegetables

are successfully grown, and the market

in the mining towns of the Crow's Nest

Railway is practically unlimited so far as

local supply goes. The fact is that at

present the supplies of produce all come

from outside markets, of the fruit nearly

all being imported from the neighboring

state of Washington.

The principal cities and towns in the

Kootenay district are: Nelson, Rossland,

Revelstoke, Kaslo, Fernie, Cranbrook,

Fort Steele, Ymir, Sandon, Slocan City,

New Denver, Silverton, Golden.

## SLOCAN DIVIDENDS.

	For 1905.
Lucky Jim	\$ 16,000.
Reco	40,000.
Total	\$ 56,000.
Total Dividends Paid.	
Mines.	Amount Paid.
Payne	\$1,420,000.
Slocan Star	575,000.
Idaho	400,000.
Reco	327,500.
Rambler-Caribou	220,000.
Last Chance	213,100.
Whitewater	200,000.
Ruth	125,000.
Sunset	66,000.
Noble Five	50,000.
Gondronough	45,188.
Washington	38,000.
Monitor	27,000.
Queen Boss	25,000.
Lucky Jim	24,000.
Jackson	20,000.
Surprise	20,000.
Bosun	12,000.
Antoine	10,000.
Grand total	\$3,726,707.



THE TOWN OF YMIR.

lakes, is usually looked upon as little more than a line of communication between the better known and more developed Southwest Kootenay and the coast sections of the province. From Revelstoke, which is often aptly termed the Gateway to the Kootenays, down the Columbia river valley to Arrowhead, and thence down the Arrow lakes to Robson, a distance of 150 miles, is one of the most delightful stretches of the ever-splendid Kootenays. The valley of the Columbia, in which the Arrowhead branch of the C. P. R. runs, from Revelstoke, is too heavily timbered to give a good opportunity for observing the scenery, but down the Arrow lakes the traveller chances to be south bound from Arrowhead, where the steamers start the trip to Robson, where it ends at the foot of the lake expansions of the Columbia, is a continuous panorama of varying scenery, making the trip a most delightful one.

As has been mentioned, the valley of the Columbia is very heavily timbered, and so for the most part is the whole extent of territory bordering on the Arrow lakes. This has led to the development of a very large lumbering industry, and from Revelstoke to Arrowhead are numerous evidences of the industry, in logging camps, big booms of logs in the river and at both Revelstoke and Arrowhead, large and finely equipped mills, and on the shores of the Arrow lakes are logging camps, and some mills are also erected, where the lumber is cut and afterwards transported to rail end by seagoing loaded and towed by one or other of the many steam tugs plying on the Arrow lakes. At Robson there are also lumber mills, which have the advantage of being on direct rail line of communication, as are those at Arrowhead and Revelstoke.

There was in reality no railway accommodation in the whole of East Kootenay. Practically the whole of Southeast Kootenay is tributary to the Crow's Nest Pass Railway. In this region there are many towns and mining camps, as well as lumber camps, sawmills and ranches, the mining industry is the more diversified for it includes, as well as lumbering, both silver and galena, and copper-gold propositions, some of the oldest placer areas in the province, and these are being to-day exploited with activity, equaling the days of the Cariboo rush when they were first located and worked.

What gives the greater claim of the district to a wide range of mining interests is the location of the rich coal mines of the Crow's Nest Pass in its area. These are the only commercially developed coal mines in the southern part of the province, or indeed in the interior at all. No less than three towns have been developed into promising and prosperous communities in the district through the operation of the coal mines, and the erection of coke ovens, for reducing the coal to coke for the use of the smelters of the Boundary and Kootenay districts. This alone is an important industry entitling the district to some particular notice, and with the constant, if gradual increase in the amount of ore raised and smelted, the coke industry is getting a corresponding development.

Not only in the Crow's Nest Valley proper is coal to be found. In the district immediately west of and adjoining the Crow's Nest are located what are said to be some of the richest and most valuable coal deposits in the world. All in the coal lands of the East Kootenay district are said to have the greatest deposits in the world. They are without doubt the best and most extensive undeveloped on the continent. One great series is located just west of the Crow's Nest Pass. It consists of numerous seams of coal one above another, extending to the summits of the mountains, and clearly visible along the ridges. These are bituminous in their nature. The Elk Valley series, forty miles in length, is in the valley of the river of that name. They extend, clearly traced, for a distance of forty miles. Analytical tests of this coal show that it compares favorably with the best coals of the same variety from Pennsylvania.

The extent of development of the Crow's Nest coal mines can be judged from the fact that there are over 1,000 coke ovens already built at the mines which are being operated. This is being increased as the country develops; and with the opening of the other coal areas which are now being prospected, there will assuredly be new mines and more prosperous ovens in addition to those already in existence. The coal deposits of Southeast Kootenay will one day be utilized for the economic purposes they have evidently been designed for. When that day comes there will be a centre of activity mining and industrial in that part of British Columbia rivalling the Pittsburg section of Pennsylvania.

The location of large deposits of hematite iron ore at Kitchener in close proximity to the coal fields gives indication of a possible industry of great importance. The coal and iron being so close together and cheaply mined, makes it an extremely favorable opportunity.

The timber resources of Southeast Kootenay are being exploited now by a large number of mills, some of them being of large capacity. There are four



Tzouhalem Hotel  
Duncans Station  
C. P. R.Y.



Cowichan Lake Hotel  
Splendid Fishing  
Open from Mar. 15 to Nov. 30

Headquarters for tourists and commercial men. Stage leaves Tzouhalem Hotel for Mount Sicker daily. For Cowichan Lake Monday, Wednesday and Friday. Special canoe trips on river with Indian guides may be arranged with the prop's.

PRICE BROS., Proprietors.

Our Mail Order Business

We sell goods to people living in almost every inhabited part of Canada. Our business is the growth of years, the result of fair dealings, of living up to our principle, of doing a little more than we promise, of leaving nothing undone to satisfy and please our customers.

Our Mail Order System represents years of careful study. It is as perfect as any in America and is capable of serving people who are far from the City store just as well as if they were right in Toronto.

Through this System they have the benefit of expert buyers who know goods and their value and who are employed by us to look after the interests of our out-of-town patrons.

Then there is the protection of our guarantee, which gives the positive assurance that goods that are not satisfactory will be exchanged for other goods or the cash.

Every order sent to us receives our prompt attention. It is carefully filled by experts, carefully packed by experts and promptly shipped by experts. We take a personal interest in every parcel until it reaches its destination and until it is opened by the purchaser. We want it to open satisfactorily and if it does not we want the purchaser to return to us everything that is not satisfactory.

If it were possible for us to do more we would do so.

At present we are building in Winnipeg a commodious and thoroughly modern store. It will be conducted on the same line as our popular retail store. There, as here, we will cater to the wants of the public, and there, as here, our prices will be epoch-making.

NELSON, the Delight of the  
Tourist, Horticulturist,  
Sportsman and  
Artist.

# Beautiful City of the Lake

It is also a Commercial  
Centre of Importance—  
A Favored District.

**N**ELSON, the capital of the Kootenay, has been well-known as the centre of a large mining industry, and the chief commercial city of the district. Its attractiveness as a residential city, on account of the beauty of scenery and its temperate and equable climate, is but just beginning to be realized, while the capabilities of the surrounding country for fruit growing are now proved beyond controversy. It is easily reached by the Canadian Pacific railway, the Crow's Nest branch of that road connecting with the main line at Revelstoke and Medicine Hat. The traveller purchasing his transcontinental ticket to see the beautiful and entrancing scenes that lies everywhere along the line of the Canadian Pacific in British Columbia is advised to ask for his ticket via the Crow's Nest Pass at least one way.

The journey from Revelstoke to Robson down the Columbia, in the well-equipped and comfortable steamers of the C. P. R., is a charming break in the long journey from ocean to ocean. What can be imagined as to scenes in wonder and in beauty, and in personal comfort on this romantic journey through the Swiss-like scenery of the Arrow Lakes! On either side of the lake are snow-capped mountains, with forests of pine and fir and spruce reaching down to the water's edge, with here and there a cascade flashing amidst the dark green surroundings, grey precipices and shores of silver sand. What a marvellous picture of sweet serenity!

The railway journey over the remainder of the Crow's Nest route affords many varieties of scenery and attractiveness to those of the main line. There are, however, the same accommodations of sleeping and dining cars, and the same attentive service. The Great Northern railway also has a connection at Nelson from Spokane. A daily train equipped with drawing room and buffet cars makes the journey in about eight hours, and those visiting the great exhibition at Portland cannot better make a pleasant addition to their journey than by a trip to Nelson.

#### An Enterprising Community.

Nelson was incorporated in 1897, and is always continuing to make substantial progress. Its mayors and councils

NELSON'S IDEAL SITUATION.



did not include the residents of Fairview and other suburbs outside the city limits, the number would probably be found to be over 6,000.

Nelson has many important institutions. Four of the principal chartered banks of Canada are represented here.

The Bank of Montreal, the Canadian Bank of Commerce, the Imperial Bank and the Royal Bank, each has a branch.

No less than seven churches, a splendidly equipped and well-managed hospital, a public library, the large convent school and the public and high school buildings speak for the religious, philanthropic and educational advantages that Nelson possesses.

ties for transport, both by rail and water to all parts of the Kootenays, assist in maintaining a brisk and increasing wholesale trade.

The retail stores of Nelson are many and well-stocked, and he who could not obtain here almost anything he wanted.

The hotel accommodation of Nelson is excellent; the Hume, Strathcona and the Queen's are first-class hotels, and there are a dozen or more others, all good and comfortable, where cheaper rates can be obtained.

In amusements and means of entertainment Nelson is well supplied. A social club with 150 members, a good opera house, seating about 700; musical and operatic societies, gun, lawn, tennis, cricket, lacrosse and other sporting and athletic associations are all to be found.

Last, but not least, of these is the Nelson boat club, a well-patronized institution. Its new boat house, just completed at a cost of \$5,000, is a favorite rendezvous on the water. The annual regatta of the Northern Pacific Amateur Oarsmen's Association was held

#### Great Natural Wealth.

Not all, however, is left to "Nature undivided." The practical man will not fail to observe evidences of the natural wealth and large resources. The contemplative traveler will see in the untouched waterfall, the vast stored-up energy that may yet be turned to "power." He will discern in the silver-lead mines of the Siccan and Landean, the copper and gold properties of the Le Roi, Granby and other mines, the smelters at Trail, Nelson, Greenwood, Grand Forks and other points, the iron properties at Kitchener, the vast coal deposits and coke ovens of the Crow's Nest country, the forests as yet but skinned, and

its infancy. Within the past two years, however, we have shown that we can produce as fine apples here as in any part of Ontario or in the northern States. Peaches are also grown to per-



BAKER STREET, NELSON.

The fertile valleys awaiting settlement, evidences of vast natural resources that require only time and capital to develop them, and render this one of the wealthiest as it is one of the most beautiful countries in the world.

#### Produces Fine Fruit.

Only of recent years, however, have the potentialities of the country surrounding Nelson as a fruit growing district been realized; but the many orchards which can now be seen along the sunny slopes and shores of Kootenay lake and the outlet to the Columbia river bear evidence that this industry, though as yet in its infancy, is on the way to

perfection, and I feel quite confident in asserting that the quality of the small fruit produced, such as raspberries, currants, gooseberries, strawberries and black currants, is superior to any produced elsewhere on this continent. I find that I can grow such vegetables as sweet corn and tomatoes just as well as I could in Virginia. We can grow potatoes to perfection, and the "Champion of England" and "No. 1"芋头 peas reach a height of eight feet in my garden. I have not found irrigation necessary, and this adds much to the superior quality of all our fruit.

From a commercial standpoint, the Kootenay lake fruit-grower has a great

advantage. The prosperous mining towns in his midst give him a good local market, and this is the nearest fruit district to the Northwest Territories and Manitoba, where the finest grain is produced, but where fruit cannot be grown to advantage. The transportation companies are willing to assist the fruit-growers' association at all times to place their produce in the consumers' hands in the best possible condition. The fruit-grower will find here an ideal home.

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fruit-grower will find here an ideal home.

The climate is perfect, the soil is a rich

sandy loam, with a clay subsoil, and is very productive. He will be surrounded by beautiful scenery, and the shooting and fishing is the best to be had anywhere in the interior. I have no land to sell or offer any to grange, but I supply state facts as I have found them. Due

to my profession, however, and my construction engineers, and using money I have, I have decided to live in many sections of this continent, and have

plant or bush is far in excess of that of any other country.

As an illustration of the fruit export of the Northwest Territories, three years ago practically all the fruit consumed in Nelson, came from the state of Washington, which last year had exports single-handed, worth probably the value of \$8,000, and marketed a very heavy crop of apples, peaches, cherries, plums and other fruits.



PEARS GROWN AT NELSON.

traveled from the Atlantic to the Pacific and from Florida to the Far North. Whether I have been in Europe or America I have always liked my garden, but fruit-growing has been my hobby, but nowhere in my experience have I had such splendid results as in my garden and orchard on Kootenay lake, directly opposite Nelson.

#### A Growing Market.

Being the nearest fruit-growing section to the great Northwest Territories and Manitoba there is a growing and convenient market where the highest prices should always be obtained. Nelson strawberries have realized the best prices in Whitehorse markets.

The Nelson people, however, are getting aggressive and feel that they can sell all manner of fruits as far East as Ontario, and there compete with the local growers. This is evidenced by the fact that arrangements have been made with the C. P. R. to run a special

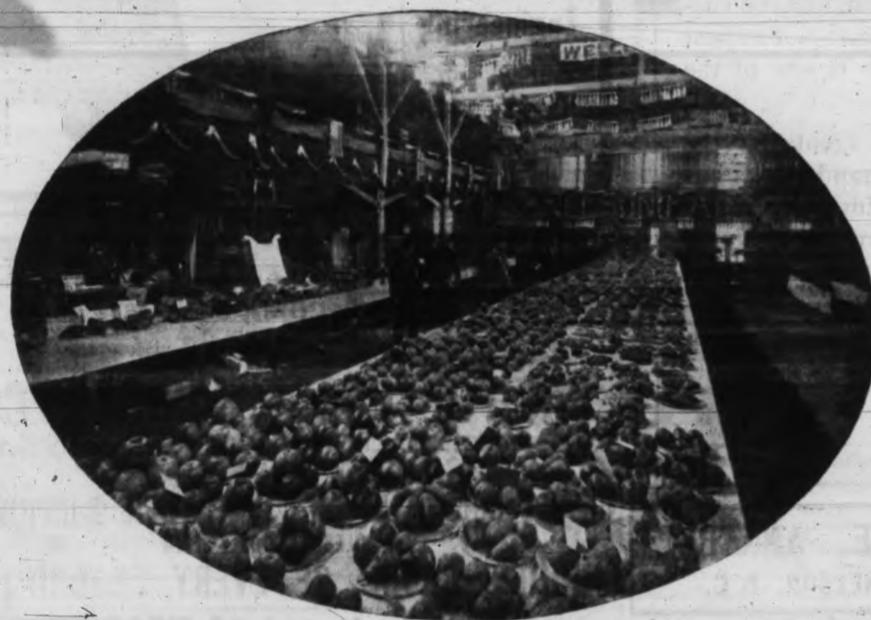


TABLE OF FRUIT AT NELSON FAIR.

have always recognized the advantage of public control of public utilities, as evidenced in the waterworks and electric light plants, and in the character given to gas, works and tramway system.

The present mayor, John Houston, M. L. A., was the first member of the office of chief magistrate.

At the last census Nelson was given

with a population of 5,500, but as this



BIG GAME OF THE KOOTENAYS.

With its macadamized streets, its well-paved sidewalks, some 14 miles length in all, its nearly 12 miles of water mains, and its eight miles of sewers, its gas and electric light systems, Nelson is a town that has a solid and permanent abode fit to strike the observer.

Boating and fishing are the most pleasant of Nelson's many advantages, and many are the gas and steam launches, boats and canoes, owned by the citizens and for hire.

#### A Splendid Climate.

Having an altitude of 4,700 to 2,000 feet above the sea level, Nelson enjoys a salubrious climate; the summers are never hot and exhausting, while the cool nights bring most refreshing sleep. In the neighborhood is some of the most exquisite and charming scenery. The Kootenay lake below Nelson—draining Kootenay lake into the Columbia river—is for some 20 miles a foaming torrent, with here and there a quiet pool that will charm and satisfy the most enthusiastic fisherman.

The City of Nelson of today can be summed up as one enjoying all the modern conveniences of a metropolis, but the centre of a vast and only partially developed country that is tributary to it.

#### Sportsman's Paradise.

Throughout the whole of this large district, the paradise of the fisherman, the sportsman, the hunter of big game, the artist and the tourist in search of beautiful scenery and refreshing climate will be found hospitality and comfort. It is a wild and rugged region and little hunted except near the towns and mining camps. The man who has time and inclination at his command can find large game of every kind in season. The enthusiastic fisherman can get in every, brawling, brook and mountain-hemmed lake, sport that can nowhere be surpassed. The artist and lover of scenery can set amidst the mighty upheavals of Nature that have formed the mountain ranges, charms of beauty, form and color that will entrance—and mystify. The mountain climber, looking for new peaks to conquer, may here find them innumerable and of difficulty more than sufficient to satisfy the most adventurous.



VIEWS OF KOOTENAY RIVER.

become a substantial one. Apples, pears, cherries, plums, grapes, peaches and all kinds of small fruits thrive exceedingly well, and in quality and appearance are not excelled by those produced anywhere else.

James Johnston, a practical horticulturist of many years' standing, president of the Kootenay Fruit Growers' Association, and president of the Nelson Agricultural and Industrial Association, has this to say regarding the new industry.

"Fruit growing in the Kootenays is in

natural advantage. The prosperous mining towns in his midst give him a good local market, and this is the nearest fruit district to the Northwest Territories and Manitoba, where the finest grain is produced, but where fruit cannot be grown to advantage. The transpor-

tation companies are willing to assist

the fruit-growers' association at all times

to place their produce in the consumers'

hands in the best possible condition. The

climate is perfect, the soil is a rich

year's surprising that of the former year's, while that of last year was a revelation not only of the many varieties from different parts of the world, but even to the residents of Nelson themselves.

Soil and climate are both suited for growing the fruits already mentioned, and while irrigation is not an absolute necessity, water is abundant, as the lake is fed by immeasurable mountain streams.

After the young trees have been planted two years no irrigation is needed, and this ensures a superior fruit in both flavor and shape and quality.

The production of small fruits, such as strawberries, raspberries, currants and gooseberries, is easy and abundant.

Fruit-growers of experience in other districts assert that the production per

refrigerator fruit train from British Columbia to Montreal this coming summer.

As California and Oregon hold a practical monopoly on the growing of fruit on the Pacific coast, except perhaps as regards apples, many of the smaller men, crowded out by the combines in the industry in those states, are now coming to Kootenay to settle, feeling that the advantages in the freight rates which will necessarily result in favor of that district over their old home will forever protect them against competition in the markets of the Northwest and Manitoba.

The newcomers are mostly buying from ten to twenty acres, as that amount is considered sufficient for a fruit orchard, but some are taking up as high as 100 or 200 acres.

Fruit lands adjoin to the city are located along the shores of Kootenay lake, Kootenay river and Shuswap river, and also at Graveline bay, an arm of Kootenay lake opposite Proctor. A large tract of fruit, apple and pastoral land is also to the east of Kootenay lake, in the Creston district. At Fernie, on the Arrow lakes, is a prosperous settlement of ranchers owning several thousand acres. There is now a movement on foot to have the homesteads subdivided into 20 and 40 acre blocks, as the soil is highly desirable for fruit culture. A acre of fruit land, not cleared, vary from \$10 to \$20 per acre, according to location and quality of soil.

Californian land is worth from \$75 to \$150 per acre in small holdings. Wild lands can be purchased in large blocks, some of which are heavily timbered, at prices ranging from \$6 to \$8.

The secretaries of the Provincial Agricultural Fruit Growers' Association and the Agricultural Society, are desirous of receiving communications from those who wish for information in regard to this district, whether in regard to sport and scenery or to fruit-growing and the other industries of the district.



FISHERMAN'S PARADISE—KOOTENAY LAKE.



BONNINGTON FALLS, KOOTENAY RIVER.



JAMES DUNSMUIR.

## ESQUIMALT &amp; NANAIMO RAILWAY.

This railway is really the most important factor in the prosperity of Victoria and Vancouver Island, as it connects the commercial capital of the province with the immense coal, mineral and timber resources with which our Island is endowed. The building of this railway was undertaken by the late Hon. Robert Dunsmuir, to whom the completed enterprise stands as a monument to his enterprising spirit, his ability to successfully conduct different enterprises, to his perseverance and tenacity of purpose, and to the energy that he displayed in carrying out his progressive policy. The E. & N. railway was begun in 1884 and its total length of 78 miles was completed and the last spike driven on August 13th, 1886. The building of the road and its equipment necessitated an expenditure of \$2,940,000, which was a very low figure when the difficulties of construction are considered. This line

gives rapid and convenient service between Victoria and Nanaimo, and adds much to the commercial greatness of these two cities and intermediate points. The scenery along this line is grand, impressive and panoramic, and unequalled by any in the Northwest. Commercially the importance of this railway is manifested by its proximity to the mineral and timber zones of the Island, and many sawmills and smelters have been established since the line tapped these natural resources. At present the railway is operated by Mr. James Dunsmuir to whom great credit is due for his liberal policy in dealing with our merchants and business men and the introduction of modern ideas in the management of the system. Mr. Dunsmuir owns and operates the Cumberland Union, Wellington and Extension mines the products of which are shipped from Ladysmith to all parts of the U.S. and Indian oceans.

(Since the above was written the line has passed into the hands of the C. P. R.)



NELSON AGRICULTURAL ASSOCIATION BUILDING.

The efforts of the Nelson Agricultural Association in drawing the attention of the public to the fact that this beautiful city of the lake need not depend upon the manufacture mineral or lumber resources near at hand for its prosperity, have proved eminently justifiable. Along the slopes and shores of Kootenay lake there are agricultural and horticultural possibilities that are now beginning to be adequately appreciated. Be it known that in the immediate neighborhood of Nelson apples, pears, peaches, grapes, and all kinds of small fruits thrive most abundantly. One has only to take in the annual exhibition of the agricultural association to be convinced of this, the tempting array of fruit on exhibit being unsurpassed anywhere. These displays have won the warmest encomiums from experts who have been long in their

praise of the endeavors of the Agricultural and Fruit Growing Association and Farmers' Institute to encourage the industry. And their work is meeting with a gratifying measure of success. Orchards and farms are rapidly dotting the shores of the lake, the excellent land to be found there being exceedingly well adapted to the purposes. The climatic conditions are unrivaled, while there are expanding markets not only in the great Kootenay country, of which Nelson is the heart, but also in Manitoba and the Northwest Territory. As a mining centre Nelson long ago sprang into prominence; as a fruit growing and agricultural point it has the brightest future before it. The cut which accompanies this article is the hall in which the annual shows under the auspices of the Nelson Agricultural Association are held.

that can be got for different kinds of castings, as smaller casting is the most difficult kind to make to stand the different heats which they are put to.



One of the best known industries in Grand Forks, B. C., is that of the Boundary Iron Works, the cut of which appears above. The company, which has been running this last four years, is constantly improving the plant. Messrs. Alderman Charles Brown is an expert moulder and J. McKie is a professional pattern maker, both having a large experience in all branches of the business. The specialty of their work is mining and smelting work, having recently made a large improvement in the slag dumping pots, which they have a patent on, whereas, the old style cracked and got out of shape. The new kind is a sectional pot, which lasts considerably longer and works better when being dumped. The firm turns out first class work, and uses the best of material



J. H. Hodson, a cut of whose store in the Columbia addition of Grand Forks is published herewith, is one of the oldest citizens, having been there since 1867. His store is located near to the C. P. R. depot, and also within reasonable distance of both the "Hot Air" and the Great Northern depots. He does a first-class general store business, and enjoys the confidence of all his fellow townsmen and customers. The bulk of the country business comes his way, as his place is most handy for settlers in the valley north of Grand Forks.

# BRITISH AMERICAN TRUST COMPANY, LIMITED GRAND FORKS, B.C.

Agents for the Sale of Fruit Lands in the famous Boundary Country.

Owners of the Town Site of Grand Forks—The Only Real Town Site Available.

The country adjacent to the city of Grand Forks offers great inducements to the fruit grower and horticulturist. The valley, which is both wide and extensive, is sheltered from the north and is ideally situated and watered. All the year through the waters of the Kettle River flow through this beautiful country, providing excellent means for irrigation when necessary.

A corporation named the British American Trust Company, whose head office, until recently, has been Grand Forks, makes a specialty of handling fruit lands and has listed some of the choicest in this growing section of Southern British Columbia.

Some of the lands for sale are planted out—some are not, but all are undoubtedly most excellently fitted for fruit growing and raising.

Grand Forks is admittedly the centre of distribution for the Boundary country, and as such, and yearly growing in importance, the market is assured for all the fruit which can be grown.

Up to date several hundred acres have been planted out, and the success attending those who have ventured has been phenomenal. The best known example is that of the famous Covert Ranch, which is one of the finest orchards in B. C.

The company referred to also are owners and selling agents for the town-site of Grand Forks. As before repeatedly stated, Grand Forks has a great future. With immense smelting, mining, horticultural and farming industries and areas to back it up, and the hitherto unopened North Fork mineral deposits now being actively developed, it is an ideal place for the business man, farmer and mechanic. Time will prove the unequalled site occupied by the city. It is really the only town-site worth the name in the whole Boundary Country and will be eventually the home of the mine operators from all over the country.

## THE DYMENT FOUNDRY CO., BARRIE, ONTARIO.

Manufacturers of:  
**Engines, Boilers, Steam Feeds,  
Saw, Shingle and Lath Mill  
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Write us for Prices and Catalogues.

## HASTIE'S FAIR.

Few stores in Victoria give greater delight or satisfaction to the visitor than that of Mr. James Hastie, well known the world over as Hastie's Fair, 77 Government St. Victoria. A more delightful collection of articles necessary to our everyday life could scarcely be grouped together; but such is found at the mentioned store. There are supplies for the husband, the wife, the sweetheart, the lover, the school child and the baby, and none need go elsewhere for their necessities or luxuries. Here are found crockery, glassware, tin and agate ware, china notions, confectionery, trinkets, novelties, toys and many other articles too numerous to mention here. Mr. Hastie, the genial proprietor, is a general favorite with the public, who extend to him their patronage in large or small orders, according to their requirements. Visitors should not leave Victoria without a trip through this wonderful store.

## MATSON &amp; COLES.

Dealers in real estate, mining and insurance. Offices on Broad street.



W. J. DOWLER, CITY CLERK.

One of the most important positions in the local civic government is that of city clerk, who is virtually the secretary of the corporation. The present incumbent of that post, Mr. W. J. Dowler, has been

## J. E. ANNABLE

NELSON, B.C.

Fruit and Farm Lands  
FOR SALEIN THE  
Famous Kootenay Valleys

I can sell you choice fruit lands in 10, 20, 40, 80 or 160 acre blocks at

GROUND  
FLOOR  
PRICES

I have nice fruit lands across the lake from Nelson only one mile from the city. I have choice lands in the famous

CRAWFORD BAY  
DISTRICT

ON KOOTENAY LAKE  
ON KOOTENAY RIVER  
ON SLOCAN LAKE  
ON SLOCAN RIVER  
ON ARROW LAKES  
ON COLUMBIA RIVER

IN FIRE VALLEY  
AND CRESTON

districts, and several partly improved farms. Wild land suitable for stock ranges, and timber lands that I have cruised myself. Write me for free pamphlet and terms of payment.

J. E. ANNABLE  
NELSON, B.C.

intimately associated with the affairs of the municipality for sixteen years, and it can truly be said that the administration of his department has been highly satisfactory. All documents of an official character pass through his hands, and his name appears upon all municipal contracts, indentures, addresses and notices. It is here that all the records of civic law-making are kept, while the department is also a sort of general information bureau on matters municipal. Mr. Dowler's wide experience along this line and his grasp of the multifarious subjects that come before the council, render him a very useful factor in the official conduct of the city's interests.



2-TON MINE ORE CAR.

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ENGINEERING  
WORKS**  
CUNLIFFE & MILLAN

## MANUFACTURERS OF

Ore Cars, Mine Cages and Skips, Cage Chairs, Ore Buckets, Hoists, Boilers, Tanks, Air Receivers, Wheels and Axles, Iron and Brass Castings of all kinds.

Dealers in Engines, Boilers, Pump, Pulleys, Shafting and General Mill Supplies. Wire Rope Carried in Stock. Machinists, Boiler Makers, Iron and Brass Founders. Manufacturers' Agents.

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**OFFICE AND WORKS, THIRD AVENUE,  
NEAR R. M. RY. and C. P. RY. DEPOTS**

Rossland  
Engineering  
Works,



2-TON MINE SKIP.

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SEATTLE, TACOMA and SPOKANE

ESTABLISHED 1890

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WHOLESALE DEALERS IN**RUBBER GOODS OF EVERY DESCRIPTION**While visiting the Fair  
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**SPECIAL WOOD WORKING LEATHER BELT!**

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**Keasey Wood Split Pulley**See the Point?  
Malleable Iron Hub**ELECTRIC HOSE**

Made on a new principle; it is the best for all purposes; water, steam (none like it for use on Klondike Thawing Machines) and Air Drill purposes. The only Hose made in continuous lengths! Will stand more abuse than any other hose on the market.

EUREKA SEAMLESS HYDRAULIC MINING HOSE

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We are also agents for the well known P. P. Packings and others.

# B. C. Copper Company

Operates Large Mines and Smelter in Rich Boundary Country—Interesting Description of Very Up-to-date Plant



VIEW OF EMMA MINE

**T**HE SUCCESS attending the mining of low grade ores in the Boundary country is attributable to two very important factors, cheap and economical mining and the most up-to-date and economical smelting. That these fixed charges have been brought down to the lowest possible level consistent with good work, is exemplified in the magnificent returns being made out of ores, which, on the whole, do not average quite \$5 a ton.

There are three companies mining on a large scale in the Boundary country, namely, the Grandy Consolidated, whose mines are at Phoenix; and whose smelter is at Grand Forks; the Montreal & Boston Consolidated, whose smelter is at Boundary Falls, situated on Boundary Creek, about four miles below Greenwood, and whose mines are mostly at Phoenix; and the B. C. Copper Company, Limited, with whose smelter and mines this article is to deal.

For information used, the Times is indebted to E. Jacobs, editor of the B. C. Mining Record, whose article in last September issue has, by permission of Mr. Keffer, the B. C. Copper Company's manager, been freely used.

The British Columbia Copper Company's smelter is situated at Anaconda, a suburb of Greenwood city, on the Columbian & Western branch of the C. P. R. railway. The works were originally designed and constructed in 1899-1900 by Paul Johnson, E. M. The company itself was registered as an extra provincial company on April 28th, 1898, shortly after its organization in New York, U. S. A. The authorized capital is \$2,000,000. The directors are: F. L. Underwood, president; F. L. Sommer, vice-president; R. H. Eggleston, secretary-treasurer; C. G. Bartlett, C. H. Burke, J. C. Reiff, W. W. Trippi and John Weir.

The company's mining properties are mostly situated at Deepwood camp, up to which a spur runs from the C. & W. railway, starting a few yards south of Greenwood station. The claims owned are as follows: Mother Lode, Prirose, Offspring, Sunflower, Tenhook and Don Julio, in Deepwood camp; the Emma, Minnie, Moore and Jumbo, situated at Summit camp, where the Great Northern and C. P. R. branches to Phoenix cross each other. In these last three claims the Hall Mining & Smelting Company, of Nelson has a one-fourth interest.

The bulk of the ore treated is obtained from the Mother Lode, which was staked on May 28th, 1891, by William Mc-

Cormack, and the location recorded in the name of himself and two others. The location was made under the old law, under the terms of which claims were 1,500 feet long and 600 feet wide, but owners could follow the vein laterally as far as workable, no matter whether the workings extended under other locations or not. The Mother Lode was bounded in 1896 by Col. John Weir for himself and other New York men, who subsequently formed what was known as the Boundary Mines Syndicate, which owned and developed the property until the organization of the present company. The other claims named have been acquired at different times since.

The Mother Lode is one of many immense ore deposits found in the Boundary country, and "worked" by "glory hole" or huge open cuts or quarries. In the Mother Lode these quarries are connected with the main tunnel, which is at the 60-foot shaft level, by raises, or connecting shafts through which the ore from the upper workings is gravitated to the tunnel and from there in 5-ton skips is hoisted up to the head of the main shaft, crushed and stored in the ore bins, from which the ore is loaded into ore cars and hauled to the smelter.

At the Mother Lode there are a series of quarries which have been extended, and there are at present six raises to them from the main tunnel. As far as possible the tops of these raises are maintained funnel-shaped, so as to reduce to a minimum the handling of the ore. While the pipe remained shallow it was an easy matter to remove barren or very poor rock by loading it into cars and trams to waste dumps, but as the funnel system developed it became quite inadvisable to remove any excess large bodies of waste, for the cost of removal had become greater than the cost of smelting. Experience has shown, however, that the detrimental effect of these small bodies of waste has been more than offset by the improvement in the general run of the ore body, due to lesser quantities of partially leached surface rock being included. Average copper contents of ore mined in 1904 were appreciably higher than ore mined during the two years previous. In places, however, large dykes of epidote and alkali-porphry, and occasionally isolated bodies of limestone, occur, which are removed by blasting into the raises, all of the ore having been previously withdrawn.

At the head of the main shaft up which all the ore is hoisted, there are two Jenckes-Farrel crushers, each crusher having a jaw opening 2 feet x 3 feet,

These crushers are driven by a pair of 100 h.p. engines, so arranged that either engine can drive either crusher, by which all chances of stoppage from breakdown of either crusher or engine are eliminated. The crushed ore is conveyed by a Robins belt to the main ore bins. All hoisting and crushing machinery, as well

ings have been extended and deepened. That is to say the proportion of iron oxide ores to the whole ore body has sensibly diminished, there being no great change in the amount of other base. Whether or not this reduced proportion of base to acid ore is to be permanent, it is at any rate in the case of the Mother Lode mine, impossible to predict. Long experience in mining these deposits has shown that it is not possible to make safe predictions as to occurrence of zones of mineralization, new ore bodies frequently having been found in unexpected places. On the 200-foot level of the mine there has been found considerably less oxide of iron than in either the quarries or the 300-foot level. The iron oxides of this latter level are uniformly of higher grade than those of the quarries, carrying more copper and gold, and they do not appear to be directly connected with the upper deposits, although this is not absolutely proven.

The mine employs 100 men, and the average weekly output is 4,000 tons.

The company's smelter, at the time of writing, has a capacity of about 700 tons per day, with two furnaces running, but plans are in an advanced stage for the installation of two more furnaces, which will give the maximum treatment capacity of about 1,500 tons, which was the figure aimed at when the works were originally planned.

The first furnace was blown in on February 18th, 1901, and the second was completed in the spring of 1902. In 1904 a Bessemerizing plant was added, designed and installed by Mr. J. E. McAllister, the smelter superintendent. Being on the Columbian & Western branch of the C. P. R., the smelter has rail connections with Rossland, Trail and Nelson to the east and Midway to the west.

As already stated, the branch to the Mother Lode joins the main line at the company's works. Connecting tracks have been constructed at three levels, a double track over the upper ore bins for the delivery of ore to be passed through the sample mill, a triple track over the smelter mixture bins and above the fuel yard, and a single track below the converter building for the delivery of stores



MOTHER LODE MINE

brick lined in part and arched with brick. It rises 76 feet 6 in. to the base of a circular brick stack, 121 feet high, the inside diameter of which is 12 feet, and so placed that the smelter smoke is almost invariably carried, if not up the Mother Lode gulch, to the west of the town, clear over the city. It is a rare occurrence for any smelter smoke to be detected in the atmosphere of the city of Greenwood.

The lower part of the blast furnace

lined in part and arched with brick. It rises 76 feet 6 in. to the base of a circular brick stack, 121 feet high, the inside diameter of which is 12 feet, and so placed that the smelter smoke is almost invariably carried, if not up the Mother Lode gulch, to the west of the town, clear over the city. It is a rare occurrence for any smelter smoke to be detected in the atmosphere of the city of Greenwood.

The engine and blower house, 60 feet x 45 feet, contains two No. 722 Cornsville blowers, the high pressure cylinder of a compound condensing Reynolds-Corliss engine, 16x35 in., rated at 150 h.p., with 100 lbs. steam pressure, and an electric light dynamo with direct connected engine. In the adjoining 45x40 feet boiler room there are three horizontal return tubular boilers, 66 in. x 16 feet, each of 100 h.p., and equal to a steam pressure of 130 lbs. Space was originally left for doubling the steam plant, but as the company is now using the Cascade company's electric power this will not be done.

The blast for the converters is furnished by a Nordberg blowing engine with a cylinder 40 in. diameter and 42 in. stroke, having a capacity of 5,000 cubic ft. of air per minute, at 121 lbs. pressure.

The compressor is operated by a rope drive, the flywheel being 18 feet in diameter and power furnished by a 300 h.p. variable speed motor, operating at 2,000 volts. The furnace blowing engines are driven by two 100 h.p. electric motors.

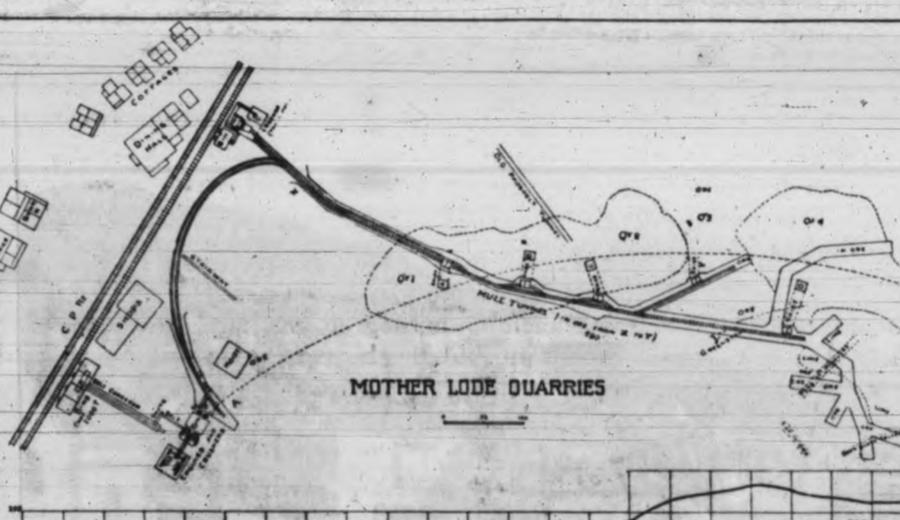
All other machinery about the works is also electrically driven.

The company built its own transmission line, with two independent 3-phase circuits, to connect with the Cascade Power Company's sub-station at Phoenix, nearly five miles distant. This line terminates at the smelting works in a brick substation containing step-down transformers from 20,000 to 2,000 volts of 1,000 horse-power capacity. The alternating current is transmitted at 2,000 volts to the power-house, in which are transformers with a further step-down to 550 volts.

The Bessemerizing plant referred to turns out the produce 99 per cent. blister copper, instead of 45 per cent. copper matte as formerly. This plant consists of two converting stands, equipped with five shells of the trough type, 84 in. in diameter and 120 feet long. The converters are tilted by power supplied by a hydraulic accumulator.

For the purpose of conveying the molten matte from the blast furnaces to the converters, and for moving the shells from their stands to the refining platform, an electric travelling crane is used. Four motors operate this crane, which is equipped with a main hoist of 40 tons capacity and an auxiliary hoist of ten tons.

The fumes from the converters are



PLAN SHOWING MOTHER LODE QUARRIES

as machine drills, are operated by compressed air, piped from a central power plant.

Two boilers situated near the crushers and hoist are available to furnish steam on short notice should the compressor machinery break down, thus guarding against stoppages from this cause.

From a smelting standpoint, the ores of the large Boundary properties have, as a rule, grown less basic as the work-

and shipment of the blister copper, which is shipped to the eastern states to be refined.

Starting at the top the works may be described as follows: The ore bins, of which there are six, come first. Each

has a capacity of 500 tons; they are built in two parallel rows; an elevated tramway connects them with the sample building, which is a three-story frame structure, 79x55 feet and 58 feet high to the eaves. The full capacity of

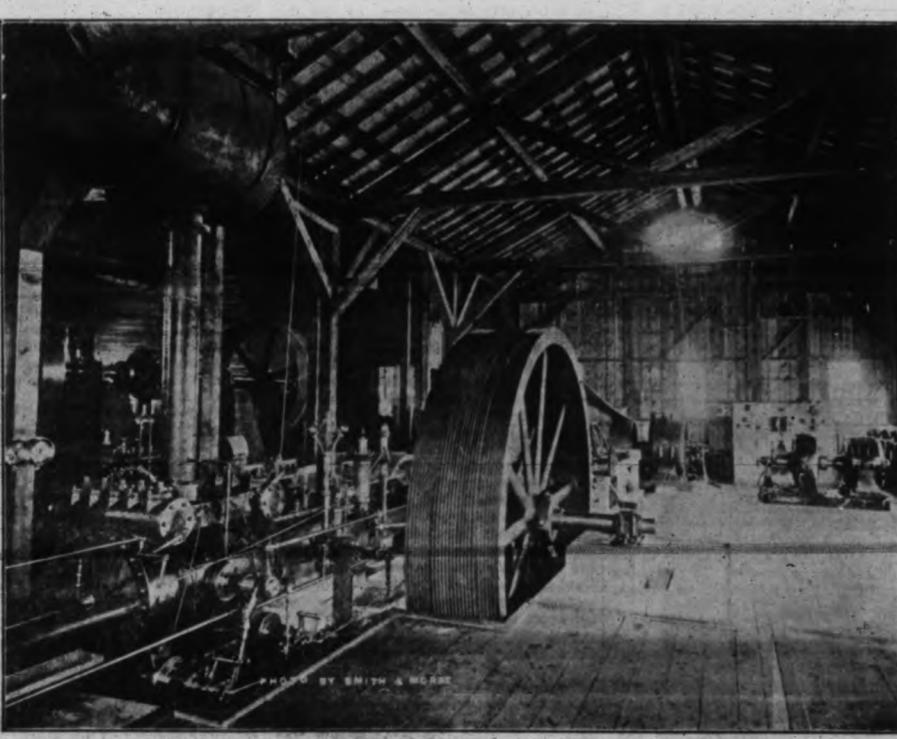
this building when the present enlargement is completed will be 1,500 to 1,800 tons, although at present the capacity is not much more than half that amount. The building was built large enough to allow room for three sets of sampling and crushing plant, at present but one is in place. This comprises three Gates rock crushers of different sizes, one pair Cornish rolls, one sample grinder, and three automatic samplers. The sample mill has been constructed on the automatic principle, with samplers designed to avoid elevating the material before crushing. Under this arrangement only two or four per cent. as desired, has to be elevated, the great bulk going to the discard bins. The lowest floor of the sample mill building is two feet higher than the top of the lower or smelter mixture ore bins. There are two sets of these bins, each twelve in number in four parallel rows, the whole giving a storage capacity of about 8,000 tons. They are crossed by three parallel railway tracks, over which the bulk of the ore from the Mother Lode mine, which, as explained, is crushed at the mine, and therefore does not have to be passed through the smelter sample mill, comes to be dumped into the lower bins.

All smelters, it may be explained for the sake of readers who have never seen one of these most interesting works, have what is called a flux dust chamber, so arranged that the dust from the furnaces is collected therein, as it contains a considerable quantity of the metal values of the ore melted. This dust is cleared out of the chamber regularly, briquetted, or made into bricks, and in turn treated with the regular ore shipments. The fine dust chamber at the Greenwood smelter is 12 feet wide by 14 feet high and 620 feet long. It has thick masonry walls,

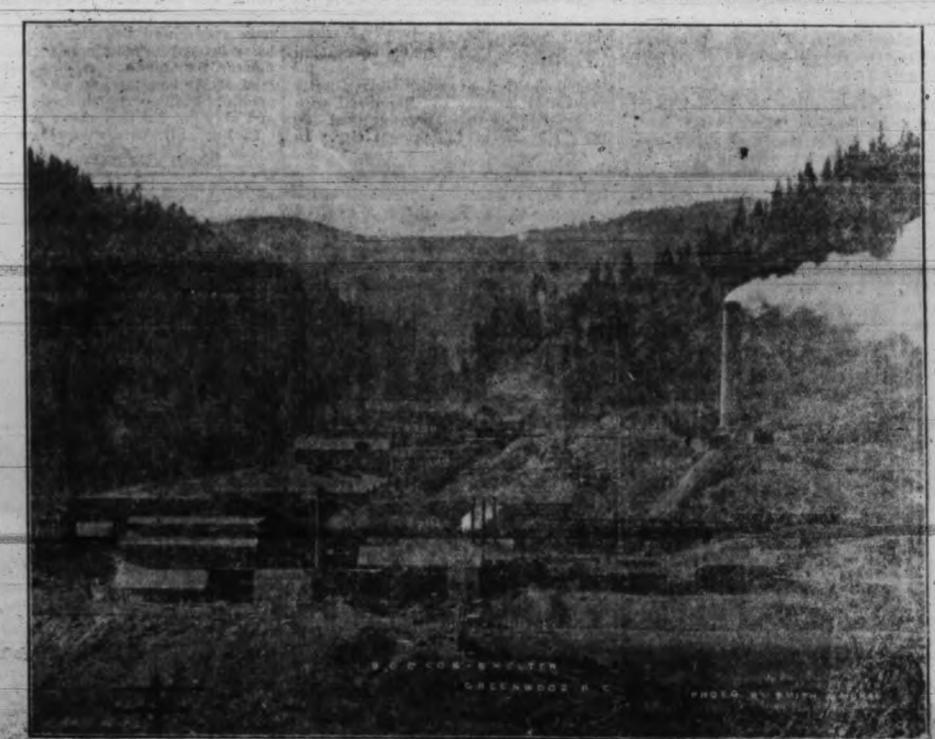
house is constructed entirely of stone work and steel, and the charging door is of cast iron plates. The building is 45 feet long by 59 feet wide, and by the end of the present year it is expected

that there will be four furnaces at work. There are now two, which are water-jacketed stack furnaces 42 inches wide by 150 inches long, inside dimensions at tuyeres of which there are ten on each side of 3½ in. diameter.

The fumes from the converters are



POWER ROOM GREENWOOD SMELTER.



B. C. COPPER CO'S SMELTER, GREENWOOD.

\$150

**Is Heart of a World-Famous  
Mineral Region—The Great  
Lines About It.**

**T**HE CITY of Rossland, one of the largest, and certainly one of the most important cities of the interior of British Columbia, is additional evidence, were any such needed, of the great possibilities of this western province.

Four years ago the Dewdney trail, laid out by the then government under the direction of an honored citizen of Victoria, and at one time a Lieutenant-Governor of the province, Hon. Edgar Dewdney, was constructed, and among other parts ran through the Trail Creek district. The creek was named Trail Creek, because of the road building, and is not very far from the site of Rossland.

In the year 1887 two prospectors, George Bowerman and George Leyson, left Rock Creek, Kettle river, and making their way eastward, struck some good looking ore in this locality. The claim was the same as is known as the Lily May. After uncovering the vein they returned to Rock Creek with samples, which, when assayed, gave values of about 250 ounces silver to the ton. This had caused quite an excitement, resulting in the opening up of the mine later on. At a depth of twenty feet, however, the vein petered out, and the property was thrown up. Leyson left the country, but subsequently Boyerman held various positions in the present camp, one particularly as foreman of the Mayflower mine, which is within sight of his old find, the Lily May.

The Lily May was again operated during 1889-90 by Oliver Borden and Newton Hoover. Two of Borden's employees, Joseph Morris and Joseph Bourgeois, left his employment, during Borden's absence at Nelson, and struck out on a prospector's tour. They first discovered ore on Red Mountain, and in July, 1890, staked in one day the Le Rei, War Eagle, Centre Star, Virginia and Idaho claims, the first three of which are today the leading mines both in actual value, development work, and as producers in the province. They certainly have done more to advertise the mineral resources of the province than any other group of mines, have made many men millionaires, and have been no small factor in the present prosperity of the city of Spokane in the state of Washington. To this day level-headed business men in that city will point to block after block of magnificent buildings and say: "Rossland mine built that."

Having staked the claims named the two prospectors set out for Nelson, then the only recording office in the district, and offered Mr. E. S. Topping his choice if he would pay the cost of recording the five claims. He had the samples of ore assayed by the late G. E. R. Ellis, of Nelson, with the following results: Le Rei, \$30 gold; War Eagle and Centre Star, \$24, and Virginia, \$10. Mr. Topping accepted the offer, and on account of the high assay chose the Le Rei, it being then understood that the first three named were on the same vein, and under the existing law no one man could stake two claims on one lead.

Mr. Topping came to Red Mountain prepared to open up his property. He had the claim carefully sampled, and then went to Spokane, taking with him a splendid lot of samples and the assays. In Spokane Mr. Topping managed to get a syndicate headed by Mr. Oliver Duran to take a bond on a 16-30th interest in the claim for the sum of \$16,000.

Prospectors Rush to Rossland.

This news caused an influx of prospectors from Nelson, and the following claims were staked: Mount Christie, Iron Horse, Enterprise, Jessie, St. Elmo, Mountain View, Columbia and C. & C., Consolidated, St. Elmo, Kootenay, Ziller, Iron-Cult, Gopher, Georgia, Pride of Trail Creek, Cliff and Mayflower. On from the latter claim passed 120 ounces silver and \$12 in gold.

Soon after beginning the Le Rei, Mr. Duran proposed to open up the mine with F. J. Kelly, foreman. During the winter of 1890-91 the syndicate bought Mr. Topping's interest. Mr. Duran sold his share also, and took an option on the Centre Star from the two original locators, Morris and Borden.

In the fall of 1891 the first shipment of Le Rei ore was sent out of the camp. It amounted to seven tons, and was picked up on the Columbia river, six miles back, and from there shipped to one of the Butte, Montana, smelters. The returns showed values of copper and gold amounting to \$1,100 to the ton.

With the exception of a small shipment from the Iron Mask, which gave \$23 to the ton in gold and a few tons

from the Centre Star in 1892, no further shipping was done for some time. In that year a fine body of ore was struck on the Le Rei, which proved the property to be a mine beyond doubt.

Mr. Duran and his partner, Mr. Topping, founded the War Eagle, but they threw it up after doing some work on the claim. In 1893 it was again bonded, this time to Mr. Pugh of the Pyritic Smelting Company, of San Francisco. An expert named McMillan was sent to report on the property, and his report only condemned the War Eagle, but the whole camp. On account of this Mr. Pugh threw up his option.

It was again bonded the same year (1893) to Messrs. Wakefield, Roberts and Ogden, and these gentlemen in March, 1894, took Patsy Clark and his associates into the bond.

Meanwhile, in 1893, work was steadily progressing on the Le Rei, and the company built a road to Trail Landing, the site of the present city of Trail, for the purpose of hauling machinery. In and out of the camp. In this work they received substantial financial assistance from the local government.

**Le Rei Began Shipping.**

In August of that year the road was completed, and the Le Rei began shipping. Brig. Atkinson doing the hauling. The mine has been shipping ever since, and there is enough ore in sight to keep the owners busy for very many years.

In 1893 the Jokie, through Frank Loring, was bonded to Patsy Clark, on the strength of some assays running as high as \$40. Mr. Clark, however, could only get \$8, and claimed the samples had been salted whereabouts. Mr. Loring took the bond off his hands and with Sonnenberg Bros., of Kellogg, Idaho, in with him, commenced work on the property. In the fall of 1894, after carefully sampling the dump and obtaining values of \$20 gold, Joseph L. Warner bought the property and shipped 80 tons of ore to Tacoma. From this shipment he obtained a return of \$54 a ton.

In the summer of 1894 Patsy Clark had a systematic survey made of the War Eagle, from which it was found that the tunnel had left the ledge, and instead of following the trend of the vein southwest, had been driven due west. After cross-cutting for 70 feet the vein was struck, and the War Eagle proved a mine.

In December, 1894, Patsy Clark paid off the bond on the War Eagle group, consisting of the War Eagle, Iron Mask and Virginia (the price paid was \$23,000), and entered into a contract with the East Helena-Montana Smelting Co. to ship them 1,000 tons of ore a month. The purchase of the War Eagle caused considerable comment, and resulted in a splendid advertisement for the district. A stampede of prospectors followed, and by March, 1895, every foot of available ground was located.

Eighteen ninety-five was a year of great activity and witnessed the resumption of work on the Centre Star. Perhaps the most important event of the year was the satisfactory conclusion of a contract made by the Le Rei Company, with F. Augustus Heinz, for 37,000 tons of ore to be delivered on the dump with an option of double that amount. Mr. Heinz agreeing to treat at \$11 per ton, \$9 for smelting and \$2 for hauling. This contract resulted in the erection of the Trail smelter, subsequently purchased from Mr. Heinz by the C. P. R. Co. in 1897, together with the narrow gauge road, now the C. P. R. branch from Robson to Rossland.

The year 1896 while it showed the wonderful richness of the Trail Creek district, also proved a serious drawback to the camp on account of the immense number of "wild-cats" floated and financed. However, in spite of all, two calways were completed, the Columbia & Western in June, and the Red Mountain, a branch of the Spokane Falls & Northern from Northport, in December.

From that date on the camp has steadily prospered. In 1898 the Le Rei was purchased by the present English company, and to-day under the able management of A. J. McMillan is apparently on the highway to being a dividend-paying concern.

**Man Who Christened Rossland:**

The present town-site and name of the city is due to the faith Ross Thompson had in the district. In 1891 he came from Bonner's Ferry, Idaho, on account of not being able to collect his wages for work done at a sawmill there. After prospecting he was so impressed with the possibilities that he pre-empted 100 acres, the site of the present city. In

May, 1892, he built a log cabin on what is now known as Columbia avenue, and the Clifton hotel, corner Spokane street and Columbia avenue, was also erected.

In May, 1894, he obtained a crown grant. Immediately afterwards, having traded an interest to John R. Cook, the ground was laid out as a townsite. J. Fred Ritchie, land surveyor, of Nelson, doing the work. The town was first named Thompsonville, but subsequently the name was changed to Rossland, and Judge William Melville Newton was in Nelson doing a good business as agent for the sale of lots.

Lots first sold at \$30 each; David Sussi being the first to build. This building was on the site of Hunter Bros.' store, Thomas Miller and John McDonald following with a hewn log building on the site of the store at present owned by Groves Bros., druggists. The first building was used as the post office, and the latter as the government and mining recorder's office. From that date on, buildings were rapidly erected, and by the 1st of January, 1895, the town contained fifty buildings and a population of about 200. Lots increased in value, although property on Columbia avenue at this time charged hands at \$15 a lot.

In February the building boom commenced, and in this month Rossland's first paper, the Record, started. Two issues were published in Northport before the machinery could be hauled to Rossland, the owner, Eber C. Smith, not being able to get teams on account of the immense quantities of lumber being hauled for building purposes.

**Newspapers Appear.**

On March 2nd another paper made its first appearance, named the Rossland Miner, and was housed in Ross Thompson's cabin. This paper has stayed right with the city, and is to-day a really bright daily-four pages, seven columns-containing the Associated Press dispatches and good reliable mining news.

In the first issue of the Miner the following appears:

"Rossland has already four hotels,

three restaurants, three general merchandise stores, three fruit and news stores, two barber shops, one bath house,

Rosslander, was issued by W. L. Pratt, who moved the Prospector plant from Kaslo, New Denver and Three Forks, at each of which he had tried the sheet and failed. In April, 1895, he sold the paper and plant to Jones & Norther. Mr. Jones is now in Nelson doing a good business.

**Many Buildings Were Erected.**

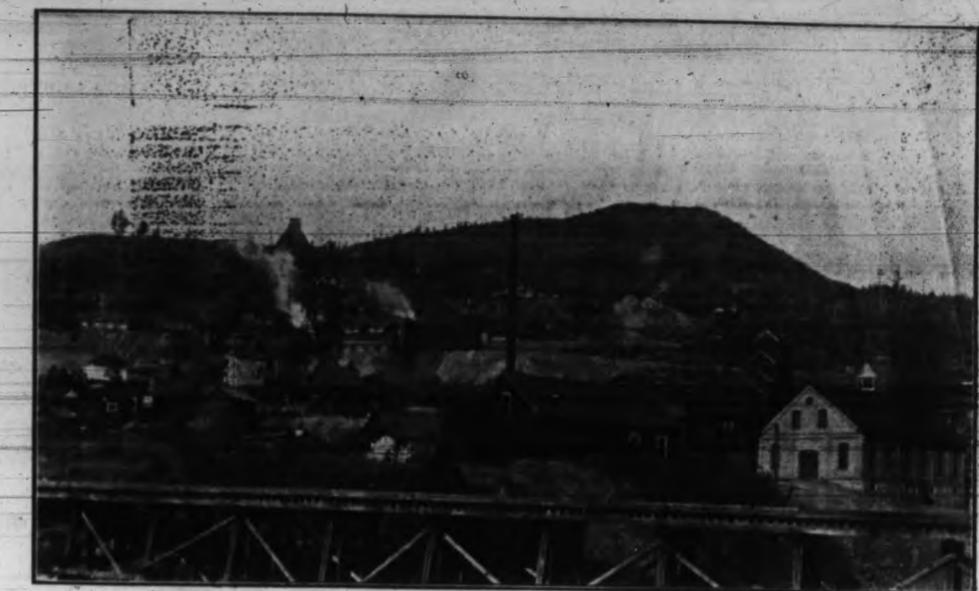
Very many buildings were erected in March, 1895. The Nelson Sawmill Company erected a sawmill at Trail and this, with one operated by Louis Blue, and one at Northport, relieved the lumber famine. In this month Rossland's first brewery was built, "Spud" Murphy commencing operations by turning out fifteen barrels a day.

The recording office for the district, which up to the present time had been located at Trail, to the great inconvenience of every mining man, miner and prospector in the district, was moved to Rossland, and Wm. Newton was temporarily appointed recorder. However, arbitrary methods of doing business for miners and prospectors demanded a change, and the appointment of John Kirk as recorder and government agent gave general satisfaction. The recording office was at once moved from the custom house to McDonald & Miller's big building at the east end of Columbia avenue.

In January the Dominion government made Rossland a sub-port of call to the port of New Westminster. W. S. Jones was appointed collector. At this period the government strenuously objected to opening a customs office there, averring that the office would not pay running expenses. It was only upon the management of the War Eagle Company agreeing to pay the collector's salary that the office was opened. For a period of four weeks Rossland's collector was without an office building and obligingly did business at all hours of the day and night to accommodate the merchants and business men of the town.

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**WAR EAGLE AND CENTRE STAR MINES, ROSSLAND.**



On April 1st, 1895, the town was first officially incorporated. The members of the board of school trustees are: H. P. MacLean, Dr. D. Kerr, P. R. McDonald, W. J. Nelson and A. C. Gilt.

J. E. Hooper is assessor and water-works superintendent; W. J. Nelson, police magistrate; Thos. H. Long, chief of police and sanitary inspector; D. Guthrie, chief of the fire department; Dr. R. H. McKenzie, medical health officer; W. H. Fabling, auditor, and C. E. Gillan, city solicitor.

Several hotels were erected in July, August and September, the most important being the Allan, which cost Mrs. King (then Mrs. Allan) \$4,500. It was

of securing a supply of water, not only sufficient for domestic purposes, but also ample for the demands likely to be made by concentration works, which it is the earnest desire of this board to see established within the city limits, and as close as possible to the particular mines contemplated the erection of works for the treatment of ores of a grade too low to ship in the crude state to smelters. Having this end in view, and after much discussion, it was decided on September last to recommend to the city council the advisability of placing the management of the water supply in the hands of commissioners to be elected by the people for a longer period than there is any guarantee of when the matter is dealt with by a council elected for twelve months only, for in the latter case, no sooner do the aldermen master the details and decide upon a course that appeals to them as being best, than they realize that they will not have time to carry the plan to completion, and hesitate commencing a policy that may be reversed by their successors in office.

The question of such concern to the people of this city that it seems superfluous to add anything to what has already been said; yet I desire to point out that if concentrators are built at the mines, not only does the community derive the direct benefit resulting from the employment of those engaged in the plants, but a much greater benefit by reason of doing away with the cost of conveying the ores to another point, and the saving of even a few cents a ton in this way will bring about the profitable extraction of a large tonnage, and thus increase the number of miners employed.

"The removal of the reserve will undoubtedly tend to induce settlement and the investment of capital.

It was claimed that the price now charged was excessive, and whereas the freight on coke from the Crow's Nest to Greenwood was \$2 per ton, that \$2.75 was charged for hauling coal to Rossland, a shorter distance, and it was argued that the price of the coal to the Rossland consumer ought not to exceed 80 per ton.

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"Mr. John Dean at the meeting of the city council in September last, we were invited to send a delegation from the board to discuss the matter, and were most courteously received when we accepted the invitation, the outcome of the meeting being that the scheme was approved by the aldermen, and the mayor undertook to get necessary legislation passed.

"Afterwards a special committee of the association introduced a resolution dealing with copper and requesting the Dominion government to grant a bounty, as the various bonds had not been noticed under the laws, it was referred to each board with a request that its decision be forwarded to the secretary of the associated boards. As a bounty on copper would stimulate production in the camp, the matter deserves your special consideration."

Since 1894, in which active production began in Rossland up to December 1st, 1904, the following approximate tonnage has been produced in Rossland:

Mine.	Tons.
Le Rei	1,106,781
War Eagle	207,063
Centre Star	305,680
Le Rei No. 2	137,947
Iron Mask	17,725
Rossland Citrus	12,331
Rossland Kootenay	12,988
Velvet	6,037
Jumbo	17,093
Giant	4,344
I. N. L.	3,800
Evening Star	1,500
Splinter	1,900
Monte Cristo	400
White Bear	1,844
Homestake	140
Virginia	100
Cuff	1,200

In Good Financial Condition.

Financially the city is in excellent shape, as the following figures will prove: Receipts for year ending December 31st, 1904, from all sources, \$63,922.75; expenditures, \$62,337.35; balance of cash on hand, \$1,585.40. As there was a deficit at the beginning of the year of \$3,621.56, the city collected \$5,203.96 more than was spent on general account.

The waterworks shows an equally gratifying result, the receipts for the year being \$25,827.77, and the expenditure \$13,693.57, which left a handsome balance of which an overdraw of \$12,168.62 was paid, leaving a few dollars in hand to start the year 1905.

The general balance shows assets of \$332,769.54, with liabilities \$108,627.78 less, which proves the excellent financial condition of the city.

Rossland possesses four banks, viz., the Bank of Montreal, the Bank of Canada, the Royal Bank of Canada, and the Bank of Toronto. The following churches are also represented: Anglican (St. George's), Baptist (First), Methodist, Presbyterian (St. Andrews), Roman Catholic (Sacred Heart), Salvation Army.

There is now in the hands of a committee, consisting of Messrs. A. S. Goodeve, C. O. Lalonde and John Dean, the secretaries of the various religious bodies, a plan to erect a new church in the center of the town.

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# Big Smelting Works at Trail

A Great Product of Mining Industry—Largest Copper-Lead Reduction Concern in Canada.

**T**HOUGH the mining industry of the province is yet in its teens it has already made some big strides, and this is notably shown in the leading reduction plants. A little more than a decade since there was not a single smelter worthy of the name in the province, and all of the ore mined had to seek reduction in the United States. Then the cost of transporting and treating copper ore, for instance, ran as high as \$27 to the ton. When the first copper smelter was put in at Trail the miners thought they were indeed fortunate when they secured a rate of \$11 per ton for freight and treatment of copper ore. When the Le Roi Mining Company made a contract to furnish the Trail smelter with 75,000 tons of ore, which was to be transported to Trail and treated at \$11 per ton the management thought a most advantageous coup had been made.

The rate on gold-copper ore of the Rossland camp has now been cut down as low as \$4.50 per ton for freight and treatment at the Trail smelter, and this is because the policy of the company has been to constantly improve and enlarge its plants, and so cut down the cost of freight and treatment to the miners. Another object sought has been to build up the smelting and the mining industry so that there should be no need of sending ores out of the province to have them reduced. The reduction that has taken place in the treatment of gold-copper ores has also been shared by the silver-lead ores. The result of this policy is that to-day there is no need of British Columbia ores being sent out of the province for treatment for the reason that the work can be done more cheaply at home.

The policy of the company operating the plant at Trail has gone still further. It has determined that the matte and bullion turned out by the plants of this province shall be refined at home in order to still further keep capital here and give employment to home people instead of sending these materials

The smelter site comprises 76 acres on the west bank of the Columbia river, and at an elevation of about 200 feet above the river, this elevation affording a splendid slag dump. The plant is constructed on a terraced site, which affords a great saving in the handling of material, which falls from cars into bins, bins to crushers and from crushers to furnaces without shoveling.

The gold-copper ores are smelted in a blast furnace and reduced to a copper matte, containing about 50 per cent copper. The matte at present is shipped to the United States to a converting plant. A suitable site has been reserved at the end of the furnace building for the installation of a converter plant, all details and drawings for which have been made.

The silver-lead ores are smelted in a blast furnace and reduced to bullion. The bullion is refined by the Betts' electrolytic process, which produces an extremely pure and very desirable lead. The gold and silver from the residue is refined and shipped as pure gold to the U. S. Assay Office, and as pure silver, 999 fine, to the New York or Oriental market. A lead pipe plant is in operation, and it is the intention to go further into the manufacturing of lead products.

The Canadian Smelting Works are owned by the British Columbia Southern railway, which is operated by the Canadian Pacific. The officers of the management are W. H. Aldridge, general manager; T. W. Bingay, accountant; Jules Labarthe, superintendent; D. W. Moore, ore buyer; John F. Miller, refinery superintendent; S. G. Blaylock, chief assayer and chemist.

#### History of the Plant.

The original plant was constructed by F. Aug. Heinze in 1895, who formed the British Columbia Smelting & Refining Co., for the purpose of carrying on a smelting and refining business. Mr. Heinze also engaged in the railway building business and constructed a narrow-gauge road from Trail to Rossland

Heinze plant, and an electric railway system has been put into effect for the transportation of the ores from one portion of the plant to the other.

#### Some Comparisons.

The original plant had two small copper furnaces with a capacity of 500 tons a day, and now it has three large up-to-date copper furnaces each of 300 tons a day capacity, or a total of 900 tons a day. An additional copper furnace is on the ground ready to be installed, and will at once be put in position. This will give the plant a capacity of 1,200 tons a day. There are now three lead stacks of 150 tons a day capacity each, or a total of 450 tons. A fourth lead stack is ready on the ground and can be put in place at any time. The lead refinery has a capacity of 20 tons a day, which is to be increased at once to 50 tons. The silver refinery has a capacity of 20,000 ounces a day, while the gold refinery can handle 200 ounces a day. There are three miles of track used by the smelter. There are bins for the storage of 7,000 tons of copper ore and 13,000 tons of lead ore, and a roasting yard capable of containing 30,000 tons of ore. There is a mile of trolley line with three electric locomotives. The plant occupies an area of about 76 acres. The plant when purchased from F. Aug. Heinze was worth \$150,000, and only had a small capacity. It had steadily grown and prospered till now it represents an actual investment of about a million dollars. It is still capable of large expansion, and the possibilities of this plant in the next few years are something wonderful.

#### The Copper Furnaces.

The copper furnaces are of the most modern make, having been designed and built so as to be specially adapted to treat the ores of the district, which require double concentration on account of the low percentage of copper. They were designed by J. Labarthe, superintendent of the works, to meet the peculiarities of the copper ores of the district. The jackets were purchased in the United

States, but the castings were all made in Canada.

Let us follow a batch of copper ore through the plant in order to see what processes it is subjected to from the time the raw ore enters the plant until it emerges in the form of matte. The copper-gold ores are generally received in hopper bottom railway cars of a capacity of 30 tons each. These are weighed in the cars on a 100-ton truck scale, from which it is run by gravity over the bins, where it is broken automatically. There are eight of these bins, in front of which is located the copper sampling mill. This building contains all the necessary machinery for sampling, and also two 100-ton storage bins. The ore is transferred from the railway bins and is fed into a No. 6 Blake rock crusher from tram cars. The sulphide ore is crushed to a 3-4-inch size and spouted to a pair of 14x30-inch rolls set at 1-4-inch. The material is then delivered to a 72x36-inch screen with 1-4-inch mesh, the oversize going to a pair of 12x24-inch rolls, and is returned to the screen. Under the screen there is a No. 2 Brumton sampler, taking 10 samples a minute or 1/20th of the lot. The 1/20th is delivered to a feeder to insure a continual stream of ore to a 36-inch Vezin sampler, taking 1/30th of the first sample or 1/200th of the original. It is cut down in the same way as the copper or dry ores.

If the ores are not sulphides, the 10x20-inch Blake rock crusher is set at 1-1/2 inch and a Brumton sampler is operated just under the crusher. This takes 1/10th of the ore and the 1/10th passes to the 72x36-inch screen with 1-4-inch mesh, the oversize going to a pair of 12x24-inch rolls, and is returned to the screen.

The briquettes are allowed to become hard, which is due to the setting of the lime, and are taken back to the blast furnace and remelted with a suitable mixture of crude and heap roast ore, and the resulting matte is improved in grade considerably from the first matte turned out, carrying about 50 per cent copper, besides high gold and silver values. This matte is shipped to Tacoma at present to be refined; that is, to have the copper, gold and silver separated. A satisfactory converter site has been set aside at the east end of the works, and if a sufficient tonnage were available a converter would be run in and the matte treated in it. The resulting blister copper would also be treated at Trail in connection with the electrolytic lead refinery. The refining of copper is essentially the same as the refining of lead, with the exception of the solution, and the same plant could be used, if necessary.

The copper furnaces are connected with the main chimney by 1,000 feet of flue and dust classifiers, in which all the dusts are saved and taken to the briquetting plant. The main chimney is 12 feet square on the inside and 180 feet high. This chimney conveys all gases from hard roasters, Bruckner's

roasting furnaces of 84 by 284 feet, which are placed in the plant at the time the lead furnace was installed. In 1901 the plant was still further added to by the addition of two lead furnaces and eight additional reverberatory hand-roasting furnaces. In 1902 one of the small copper furnaces put in by Mr. Heinze was removed and replaced by a larger furnace, 42 by 180 inches, with a capacity of 200 tons. The same year there was added to the plant to meet the increased business that was coming to the smelter a large double hearth mechanical coasting furnace. In the year 1903 the lead refinery was constructed, which at first had a capacity of ten tons of pig lead a day. The first lead was turned out of this plant on June 1, 1902, the refinery having been started on May 28, 1902. This was the first pig lead ever made in the Dominion, and its making, therefore, was a historical event of considerable moment. The capacity of the plant has been increased to 20 tons a day, and is now in process of enlargement to 50 tons. A gold and silver refinery has been put in in connection with the lead refining plant. The next step in the advancement of the smelter was the addition of a plant for the making of lead pipes. The last move of importance in the way of augmenting the plant was the installation this year of a third large copper furnace with a capacity of 200 tons a day, eliminating the last of the simple and rustic Heinze furnaces. Besides this the most complete assay office on the continent has been added, which is provided with every needed device for making assays and analyses. Here all classes of ores and concentrates may be assayed or analyzed as the smelter buys and refines matutes, sulfides, cyanide precipitates and all mill products. Many miles of railway track have been added to the few feet of siding, which were sufficient for the

smelter to begin its operations.

**The Largest in Canada.**

The Canadian Smelting Works, located at Trail, B. C., are the largest copper-lead reduction works in Canada, having a daily capacity of 1,250 tons. The situation of the plant is central, being convenient to all of the mining camps in British Columbia, as well as to the coal and coke supply of Bankhead, Alberta, and the Crow's Nest Pass. The works are operated by electricity, which is generated at Bonnington Falls, on the Kootenay river, about 35 miles distant from Trail. The location at Trail affords an abundant gravity water supply from the streams tributary to the Columbia river. The Columbia river is navigable as far south as Northport, Wash., and for several hundred miles north into the interior of British Columbia. The Canadian Pacific railway, which touches the smelter, reaches all parts of the mining section and brings ore to it from many points. Through its connections it also reaches many points in the United States, and from time to time ores are sent to the works from various places at the south of the boundary line. At present daily shipments are being received from copper mine at Laramie, Idaho.

Gates crusher with a capacity of 60 tons an hour, set with an opening of three inches. The material after it emerges from the crusher is elevated and discharged into a 72-inch Vezin sampler, which takes 17 samples a minute from a vertical stream of ore, the amount of the sample being 1/10 of the total material. The 1/10 sample is delivered by a spout to a No. 3 Gates crusher, set at 1-1/2 inches. From the No. 3 Gates crusher the material is delivered to a 48-inch Vezin sampler, taking 34 samples a minute, or an amount equal to 1/5th of the first sample, or 1/50th of the original. The 1/50th is then delivered to a 7x10 inch Blake crusher, and from this to a pair of 12x24 inch rolls, from which it is delivered, 1-4 inch in size, to a 36-inch Vezin sampler, taking 42 samples per minute, and an amount equal to 1/10th of the second sample, or 1/500th of the original lot. The sample is delivered to a pair of 10x20 inch rolls from which it falls, 1-8th inch in size, into a car with a locked canvas cover. When the lot of ore is sampled it is taken to the sample floor and reduced to 100 pounds in Jones scales. This sample is put through a set of 9x12 inch rolls and reduced in size to 1/10th of an inch or less. This is further cut down to about 20 pounds by riffles, and from here it goes to the assay office for drying, grinding and further cutting. The reject, or material from which the sample has been taken, is all delivered into large storage bins from which it is drawn in five-ton capacity cars and hauled by electric locomotives to either the heap roasting yard or furnace charge bins. The sampling mill has a capacity of 60 tons an hour and is driven by a 100-horse power induction motor.

**Interior View of Works.**



INTERIOR VIEW OF WORKS.

O'Hara furnaces and copper furnaces into the air.

In connection with the reduction of the copper ore there is a roasting department, where a portion of the copper ores received are roasted in open heaps. The roasting yard has a capacity of 30,000 tons of ore in heaps of from 2,000 to 4,000 tons each. The ores are hauled from the copper sampling mill to heaps by electric locomotives, hauling 15 tons each trip. The ore is piled on top of a base of about two feet of cordwood from trestles. The base is about 40 feet wide and the apex eight feet, and the heaps stand 15 feet from the ground. The trestles are so constructed that the greater portion of the lumber is saved and used over and over again. The cordwood at its base of the ore heaps is set on fire, and soon the heat generated sets the sulphur in the ore on fire and the combustion lasts for weeks until the ore is largely desulphurized. After the ore has been thoroughly burned they are transferred from the roast heaps to the furnace charge bins by a second electric locomotive and train which operates in a tunnel, the bottom of which is ten feet below the roast heap yard, the tunnel level being the same as the charge bins.

**The Lead Process.**

The lead ores usually arrive at the smelter in box cars, and a considerable tonnage comes in sacks. The ore is dumped into a 10x20-inch Blake rock crusher from tram cars. The sulphide ore is crushed to a 3-4-inch size and spouted to a pair of 14x30-inch rolls set at 1-4-inch. The material is then delivered to a 72x36-inch screen with 1-4-inch mesh, the oversize going to a pair of 12x24-inch rolls, and is returned to the screen. Under the screen there is a No. 2 Brumton sampler, taking 10 samples a minute or 1/20th of the lot. The 1/20th is delivered to a feeder to insure a continual stream of ore to a 36-inch Vezin sampler, taking 1/30th of the first sample or 1/200th of the original. It is cut down in the same way as the charge bins.

**The Lead Refinery.**

The lead ores are allowed to become hard, which is due to the setting of the lime, and are taken back to the blast furnace and remelted with a suitable mixture of crude and heap roast ore, and the resulting matte is improved in grade considerably from the first matte turned out, carrying about 50 per cent copper, besides high gold and silver values. This matte is shipped to Tacoma at present to be refined; that is, to have the copper, gold and silver separated. A satisfactory converter site has been set aside at the east end of the works, and if a sufficient tonnage were available a converter would be run in and the matte treated in it. The resulting blister copper would also be treated at Trail in connection with the electrolytic lead refinery. The refining of copper is essentially the same as the refining of lead, with the exception of the solution, and the same plant could be used, if necessary.

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**The Lead Refinery.**

The next stage of the bullion is where it enters the lead refinery so that the gold, silver, lead and copper may be separated. The bullion contains considerable arsenic and antimony, and at present these metals are not saved, but preparations are now under way for doing so. The lead refinery is located in the entire length of this building in a coal storage of 1,400 tons capacity. The object sought to be attained in roasting the ore is to volatilize the sulphur, which interferes with the reduction process. After roasting the ore is taken to the blast furnaces, which are in the same general building as the copper furnaces, but are separated so as to avoid any confusion of operation. The lead furnaces are three in number and measure 45x14 inches at the tuyeres, and there is 24 feet between the tap floor and the charge floor. These furnaces each have a daily capacity of from 75 to 200 tons of charge. Of course a proportion of the charge is flux, and this accounts for the fact that their capacity is given at 150 tons of lead ore per diem. The slag from the lead furnace is granulated by water the same way as is the slag from the copper furnace. The bullion is saved in large receivers. When the bullion comes from the receiver it contains from 150 to 98 per cent lead and also copper and impurities.

**The Lead Refinery.**

The plant is operated entirely by electricity furnished by the West Kootenay Power & Light Co., whose plant is located 35 miles distant at Bonnington Falls. The current is delivered at 20,000 volts and transferred at the smelter to 550 volts by six oil-cooled transformers.

Owing to the location of the plant on a terrace every advantage is gained in the handling of materials, as from the time the ore is dumped from railway cars until it is turned out in either bullion or matte it is not handled by shovels. The products are elevated by bucket elevators or platform elevators and transferred by railway cars to go either to the refinery in case of bullion or to the smelting plant in case of matte.

Besides the smelter is equipped with a complete system of fire hydrants, fire pumps, fire alarm system, and the men are trained frequently with fire drills so as to give good protection in case the works should at any time be threatened by fire. The water system is very complete, and consists of 2½ miles of 24x24-inch flume lines, 3-4 of a mile of 20x20-inch No. 10 steel water pipe, 3-4 of a mile of 16x16 No. 10 steel water pipe. These lines bring water from the streams known as Trail, Stony and Rock Creek, all of which are controlled by the smelter company by water rights.

**Pursuing a Good Policy.**

It would take much more space than

can be given to the plant in this issue

to present anything more than an outline of the splendid plants which have

been erected to perform so many different functions by the Canadian Smelting Works. The reader, however, can form some conception of their magnitude and value, and of the important part they are playing in the development of the mining industry of the interior of the province.

The intention is to keep on with the good work until the object sought

has been fully attained, and it is believed it will not be long now before all

the lead and matte will be produced

and manufactured here. In time, too,

the same may be said of copper and its

products, as the initial steps in that

direction have already been taken.

JOHN G. EGAN.

# Kootenay Engineering Works

One of the Most Flourishing Concerns  
in Province—Headquarters at Nelson.

**T**HE growing importance of the Kootenay country, not only as a mining district second to few or any in the world, but also as an agricultural country which claims to recognition are being generally admitted, is nowhere better illustrated than in the establishment in the natural centre of the country, Nelson, of industries sent into it, no matter how large it may be or the amount of technical skill and knowledge required. And if is here that the secret of this concern's success is told. For the manager, himself, is not only fully acquainted with the many details of the work which may be required, but he employs a staff of workmen, on the obtaining and retention of whom he has spent much time and trouble, and whose skill leaves nothing to be desired,



KOOTENAY ENGINEERING WORKS.

tries which are growing with the little metropolis and many of which are assuming an importance that is gradually being realized by the far-sighted. Of these there may be taken as representative in both fields of Kootenay's progress alluded to, and also in one that is hardly less important, that of lumber, the Kootenay Engineering Works.

The Kootenay Engineering Works was established in February, 1904, by H. C. Travis and associates, and has already built up a thriving business. It is managed by Mr. Travis. Under the progressive and aggressive policy of this gentleman the works, small in their inception, have been gradually added to until at present there is no establishment which is better known in the country surrounding Nelson. Nor has the end come as yet. This year it is the purpose of the management of this extensive and rapidly increasing business to install many new features in its plant, enabling it to fill with dispatch every or-

ing Works for their tools and material. If there is a hoist, a tramway, or a light railroad, needed for the development of these properties, the main owners come to Nelson and to the Kootenay Engineering Works. If the lumberman wishes to fix up his mill with the latest and most modern improvements, it is again to the Kootenay Engineering Works that he goes. The same applies to the farmer, who requires agricultural implements.

Now is the transportation any difficulty. The main line of the Spokane Falls & Northern passes the very door of the works, which are excellently situated on the foreshore of the lake, at the centre of the lake line of the city, a site which will grow enormously in value as the years go by. On the one side is the railroad with a spur running to the door of the machine shops, and on the other is the lake, where boats may come and unload their cargoes of raw material and machinery for construction purposes.

Now is the country at the west of lesser importance to the Kootenay Engineering Works. This is tapped by the Crow's Nest line of the Canadian Pacific. Mines and ranches dot the sides of the great railroad as it makes its way along the rapids of the swirling waters of the Kootenay river, past the southern end of the Lower Arrow lake, over the summits of the Gold Range into the busy Boundary country. At Robson the Rossland line runs, tapping before it reaches Trail several growing lumber camps and mills, thus placing the help of the Nelson plan at the command of the numerous mines of the Golden City. From the Boundary, with its smelters, its mines and ranches and orchards, comes order after order to the works.

And if the opposite direction of the Canadian Pacific is considered, that running along the arm of the lake, thence across the lumber camps and placer and lead mines of East Kootenay clear up to the coal and oil fields, on the west slope of the Rockies, on the eastern borders of the province; another vast field of industry is seen opened to the energies of the Kootenay Engineering Works, and it is a field whose possibilities are by no means overlooked by the management. Whether it be a steam plow, a dredger, a planer, a saw, a reverberatory furnace, a mechanical roaster, or a tipple, it can all be handled by this thriving Nelson industry. It is able to meet the want, and to meet it so satisfactorily that the customer, bent, like he supplier, on upbuilding the Kootenay, comes again and again and advertises his satisfaction to his brother coal miners, lumbermen, ranchers and mining men generally.

And the district is not exhausted even yet. From Nelson to the northwest runs the Slocan-Nakusp line, cutting

through the heart of the silvery Slocan country, with its numberless properties working under various systems, taking out their silver and their lead and their zinc, erecting their mills and their separators, and planning their rifles and their flumes and coming to the Hub of the Kootenay, Nelson, for their supplies. And in the filling of that want the Kootenay Engineering Works naturally takes the largest share, for the implements of the professions and trades come before the luxuries of life, which are enjoyed later.

Then there is the lake, lapping the very foundations of the works, stretching down to the international boundary and away north to Kaslo and Rossberg, with iron mines, copper, gold and silver, lead and lumber bordering its shores, a highway for numerous steamers and almost numberless launches, all again finding their wants supplied by Manager Travis and his staff.

And the industries of the Boundary of the Trail district, of Ymir, of East Kootenay, of Poplar, Larderan and Slocan in each and all relying upon Nelson. An admirable service of trains and boats by a double railway system with a freight schedule in force with Nelson as the distributing point, renders all places easily and economically accessible to that favored city.

And the shops which are supplying this humongous hive of industry with their tools and machinery?

They are covered at present by a modest two and a half storied building occupying a ground space of 130 feet by 100 feet. The arrangement of the shops and foundry has been mathematically calculated to occupy the minimum of space while affording the maximum of capacity and of convenience. Within the building is the full equipment of an extensive machine shop, pattern shop, blacksmith's shop, and within a foundry.

Some idea of the efficiency of the machine shop may be gathered when it is stated that it comprises within its equipment three lathes, three separate drills, a planer, a shaper, a bolt cutter, power saw, grinder, and in addition an immense quantity of all the smaller tools which play so large a part in the economical and efficient turning out of work in a first class machine shop.

The blacksmith's shop contains, besides the usual forges, a heavy double punch and shear, a most powerful piece of machinery, a plate bender and a bending roll.

The pattern shop has in constant use a double-head turning lathe, a large buzz saw, a fox trimmer as well as a full equipment of the usual bench tools. The pattern shop from the very initiation of the business began to turn out patterns of all kinds of mill and mining machinery, machinery for concentrators, mills and smelters, so that no need of those interested in mining or in lumber would necessarily remain unmet. This is the



INTERIOR KOOTENAY ENGINEERING WORKS.

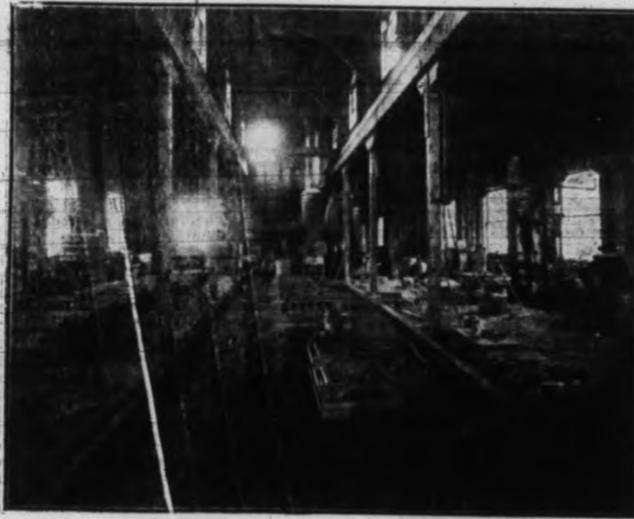
policy which in so short a time has built up such a large business.

In addition the foundry is no small portion of the equipment of these works. This portion of the shop contains a couple of melting cupolas, capable of turning out excellent work. There is also a blower, to ensure a steady and a high temperature, very necessary in the important work entrusted to this firm; a casting cleaner, a coal grinder, a coke oven and a travelling crane of the latest pattern and capable of efficient work.

Nor have the energies of Mr. Travis rested here. With other progressive spirits he has formed the Crawford Tramway Company for the purpose of entering the field of the aerial tramways which are destined to play so large a part in the development of the mining industries of the Kootenay region. This field up to the present has almost altogether been in the hands of the enterprising citizens of the United States, but Mr. Travis came to the conclusion that it would be a good thing for Nelson to attempt, seeing that it is situated in the very center of a most important mining district. He, together with E. E. Crawford and William Perry formed a joint stock company and have entered directly into the business of aerial trams. Aerial trams are often used for the bringing down of ore from mines situated on the mountain side to the

wagon road or railway in the valley below. They form a valuable and a cheap method of overcoming difficulties of transportation. But there is another use for them which is occasionally overlooked, and that is their utility along flat or nearly level surfaces or in hoisting. Sometimes a helper is necessary to overcome the gradient or when the down running cars will not of their own weight bring up the load. But these helpers are part and parcel of the scheme of the aerial train and are manufactured by the fitters and machinists in the shops.

A feature of the aerial train, the feature, it perhaps may be termed, is the cable. It is the most expensive portion of the whole. It must be strong and yet where long spans occur, as are sometimes unavoidable over gulches in the mountains, the weight plays an important part in the efficiency of the contrivance. It is to this particular part that Manager Travis has paid close attention and he now declares, as the result of his labors and experiments that he is equipped with a cable which will bear comparison with any in efficiency and can be competed with by few in cost, and this is a detailed account of one of Nelson's many industries. It is enterprises of this stamp, controlled by men of capacity and energy, that the upbuilding of Kootenay can only be due.



INTERIOR KOOTENAY ENGINEERING WORKS.

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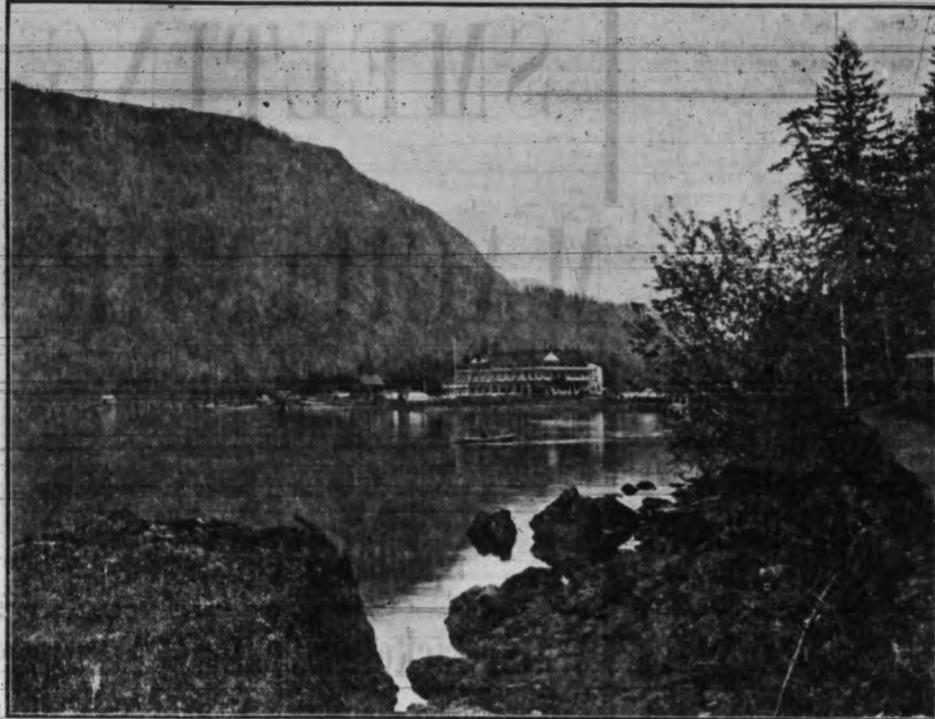


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# Harrison Hot Springs

Unrivalled Health and Pleasure Resort--Easily Reached from all Quarters--Location of Far-famed St. Alice Hotel



BEAUTIFUL HARRISON LAKE, SHOWING ST. ALICE HOTEL.

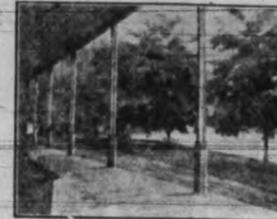
**N**ATURE has done much to make the Harrison Hot Springs one of the most healthful and attractive spots in America. There are no extremes of temperature, while there is an absolute freedom from malaria. A beautiful drive from Agassiz sta-

jewels in crystal settings, surrounded by mountains which pierce the clouds, and on whose lofty peaks may be seen the eternal snow and ice of hoary glaciers. The views from the hotel verandas are unrivaled. The bright green of the lawn sloping down, under the dense shade of the locust trees heavily laden with fragrant pink and white blossoms, to the

terpsichorean art may indulge to their heart's content.

The botanist may find many rare varieties of plant life, the fern collector will be in his glory, while to the geologist our mountains and valleys offer unbounded opportunities for exploration and research. To the artist and lover of all things beautiful, there is an inexhaustible

former was erected last year, and is the largest salmon hatchery in the world, its capacity being fifty millions. Guests may always be sure of a welcome from the efficient officer in charge, Mr. Thos. Robinson. The adaptability of the climate of British Columbia can be better appreciated after an inspection of the many varieties of flora of all countries under cultivation at the government experimental farm at Agassiz. Mr. Sharpe, the obliging superintendent, is ever ready to spend an hour with visitors who are

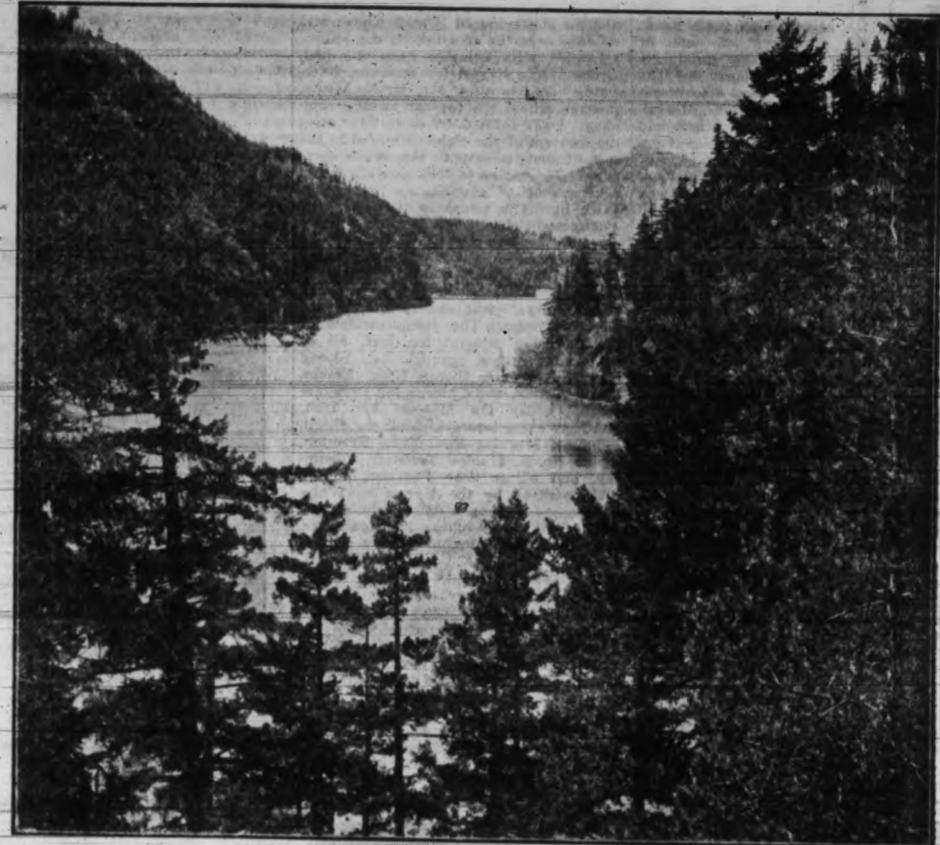


VIEW FROM VERANDA ST. ALICE HOTEL.

interested in this institution, and in his company the time is pleasantly and profitably spent.

But the Harrison hot springs appeals to the invalid even more than to the tourist or the sportsman. Those whose lives are made miserable by rheumatism, kidney, liver and stomach diseases, seek relief from the healing waters, and never seek in vain. Since the pioneer days of British Columbia the curative properties of the hot springs have attracted invalids from all along the Pacific Coast and the efficacy of these Harrison waters in the diseases above mentioned has long since made these springs the most noted in the Pacific Northwest. Weighted baths in the hotel are supplied with the mineral water. Those requiring medical advice may consult the resident physician, and baths may be taken under his superintendence. There is a separate department for ladies, and experienced attendants are in charge of each department.

Following is the analysis of the waters made in the laboratory of the geological



VIEW OF HARRISON RIVER.



DOMINION GOVERNMENT HATCHERY, HARRISON LAKE.

tion, 70 miles from Vancouver, on the main line of the Canadian Pacific Railway, brings the tourist to the St. Alice hotel, which is situated at the foot of Harrison lake, a magnificent sheet of water 40 miles in length, on whose bosom are many large islands, covered with bright evergreen foliage, emerald

shore—the limpid blue-green water stretching miles away to the base of the fire-lead-snow-capped mountains, and the soft blue sky overhead present a scene never to be forgotten.

With such an attractive body of water it is needless to say that boating is very much indulged in. A fleet of well-

equipped boats has been provided by the management. Sail boats and steam launches are available, giving opportunities for visiting the many beautiful spots near the springs at a very small cost. Saddle and driving horses are also available. In addition to these, delightful walks through the woods, mountain trails to climb, tennis courts, croquet lawns, baseball grounds, good hunting and fishing in season and beautiful sandy beaches for those who prefer fresh water bathing to the thermal waters of the springs, afford unlimited outdoor entertainment; while for indoor amusement there are ping-pong and billiard tables and a dancing pavilion of large dimensions, where the rotaries of the

survey of Canada. It will be noticed that their composition is similar to the celebrated Baden-Baden springs:

Temperature of Springs—Sulphur springs, 150 deg. F.; potash springs, 150 deg. F.  
Specific Gravity 690 deg. F.—Sulphur springs, 100.113; potash springs, 100.110.  
Grains per Imp. Gallon—Potash springs, at 60 deg. F.

Chloride of Potassium—Sulphur springs, 1.722; potash springs, 28.414.

Chloride of Sodium—Sulphur springs, 31.297; potash springs, 1.414.

Chloride of Lithium—Sulphur springs, undetermined; potash springs, undetermined.

Sulphate of Soda—Sulphur springs, 35.031; potash springs, 28.749.

Sulphate of Magnesia—Sulphur springs, 147; potash springs, .108.

Sulphate of Lime—Sulphur springs, 14; potash springs, 15.702.

Sulphate of Strontia—Sulphur springs, undetermined; potash springs, undetermined.

Bi-Carbonate of Lime—Sulphur springs, 6.306; potash springs, 6.650.

Bi-Carbonate of Iron—Sulphur springs, 4.634; potash springs, 4.102.

Alumina—Sulphur springs, trace; potash springs, trace.

Silica—Sulphur springs, very small amount; undetermined; potash springs, very small amount; undetermined.

Organic Matter—Potash springs, trace.

Sulphuretted Hydrogen.

Totals—Sulphur springs, 99.990; potash springs, 82.327.

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will recognize the advantage of such a resort, where, at the end of a long sea voyage, they may rest a few days before continuing their journey by rail.

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From Bellingham—Leave 4.40 p.m.; arrive Agassiz 8.00 p.m.

From Seattle—Leave 12.30 p.m.; arrive 8.00 p.m.

Week end excursions from Vancouver, New Westminster and Bellingham to Agassiz at single fare for round trip.

Victoria boat connects with 5.15 p.m. train from Vancouver.

Address all inquiries to

**THE MANAGER,**

**ST. ALICE HOTEL,**

**HARRISON HOT SPRINGS.**



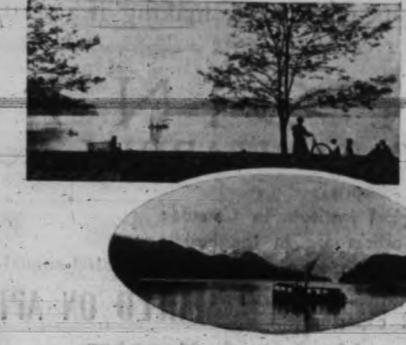
UPPER CASCADE RAINBOW FALLS.  
EAGLE FALLS.  
LOWER RAINBOW FALLS.



VIEWS FROM VERANDA ST. ALICE HOTEL.



ONE OF THE BATHS.



OUTING ON HARRISON LAKE.



ANOTHER VIEW OF HARRISON LAKE.

# Great Producer of Slocan

**L**OCTATED in the year 1891, the higher hills with snow, the discovery of one of Slocan's greatest producers reads like a romance. The Slocan had been discovered; Bill and Jack Hennessy, Jack McGuigan, Eli Carpenter and a few others had made a trip over the mountains from Ainsworth, returning with samples of what looked like very ordinary galena. Rumors were soon ripe that the ore was not of the ordinary; friend whispered to friend; parties were formed secretly to strike for the new El Dorado, and one fine morning very late in September, Ainsworth, or rather what was left of it, awoke to find itself almost deserted. The discovery of the Hennessy brothers and Carpenter had set the camp agog, and the wildest dreams of wealth filled the brain of the ever optimistic prospector. It mattered not to him that winter was close at hand. "With only such supplies as could be packed on their backs the prospectors rushed out of Ainsworth across the towering Selkirks, some by way of Kaslo creek, others up Coffee creek, and still others by the way of Slocan river and lake to Carpenter creek.

Among those who quitted the town in the small hours of the day were John Sandon, an old-time prospector, and Bruce White, whose life in the woods of northern Michigan had fitted him for the race. They, with four others, came over the divide from Ainsworth, and located extensions on the Noble Five group which had been staked the previous day. On October 1st, Sandon and White separated from their fellow travellers, but all verbally agreed that they should share alike in any claims staked. Quitting their camp in the night at the foot of the Noble Five slide they traversed Carpenter creek to where the city

hill. Limit of time and grub caused the prospectors to hurry from their bonanza, and an old-fashioned Slocan winter laid its robe over the treasure on the hill.

Loaded with samples from the find,

White started for Spokane, interesting his brother, Mr. B. N. White,

through whom the present owning company was formed. Negotiations with the locators of the claim resulted in the sale of the property to the White company. The spring of 1892 saw the initial development of the Slocan Star mine. With hardly a pause in the work the management has pushed along, never ostentatious, but always with an eye to the interests of the stockholder. The Slocan Star mine, popularly so called, got its name from the discovery claim, "Slocan Star," was and is still famous as a producer. The group consists of three working mineral locations, all of which are cross-claimed, i.e., Slocan Star, Silversmith, Slocan King, Emma, Jessie, Jesus, and Chicago (all these are located under the Mineral Act, 1891, and have extra lateral rights); the Shog, Windsor, Morning Star, Echo, Fracture, Opal No. 3, Hidden Treasure, Wyoming, and Silver Star. Fracture is owned and operated by the Byron N. White Company (foreign), a Wisconsin corporation, with head offices in Milwaukee. Its officers are: President and general manager, Byron N. White, Spokane, Wash.; vice-president, J. Hoyt Smith, Milwaukee; secretary and treasurer, J. W. Dadman, Milwaukee.

The mine has been opened from the center of the vein by a series of tunnels, Nos. 1, 2, 3, 4 and 5, each of which is a croissant to the hill to tap the vein. No. 5, the lowest working tunnel, taps the vein at a distance of 800 feet from the portal; and about 600 feet in depth from the surface. From this point drifts are driven east and west on the vein for a distance of over 4,000 feet

in width from a few inches to forty feet. A great part of the ore is hand sorted, and where at all possible this is resorted to on account of the loss in silver occasioned by concentration. Large bodies of concentrating ore are also found, with which the residue from the sorting tables are treated in the company's concentration plant.

During the spring and summer of 1892 a concentrator of 120 tons daily capacity was built. At the time it was considered complete, but as many things in all lines of business, it outlived its usefulness.

Contents of this ore in round numbers are as follows: 3,500,000 ounces fine silver, 22,300 tons metallic lead, and 725 tons metallic zinc, showing a total gross value of over \$3,500,000. From the shipments of ore, all the working expenses of the mine, freight and treatment charges, etc., have been paid; valuable mineral claims have been added to the original group; the erection of the concentration plant, mining machinery and appliances installed, and dividends amounting to \$517,000 disbursed to the fortunate stockholders. Not a call has

its vein, nor is it confined to vertical side-liners. They have over a mile in length on the vein and can follow it indefinitely.

The past winter saw the first zinc ore leave the mine as a marketable commodity. This shipment of 1,080 tons, representing four months' run of the concentrator, was shipped to the United States Zinc Company, Pueblo, Colorado. Recovered as a by-product that, which only a short while since was considered a detriment to a mine, now forms a very valuable asset. Magnetic separation of the zinc concentrates, which is also included in the list of proposed extensions, will further enhance the value of the zinc.

Taken as a whole the future of the Star mine looks very bright. The company has paid the stockholders in full, and more, and has stores of ore in sight that insure the payment of further dividends, a record which is unequalled by any other British Columbia mine.



BIG GALENA BOULDER, SLOCAN STAR.



VISITORS IN SLOCAN STAR MINE.

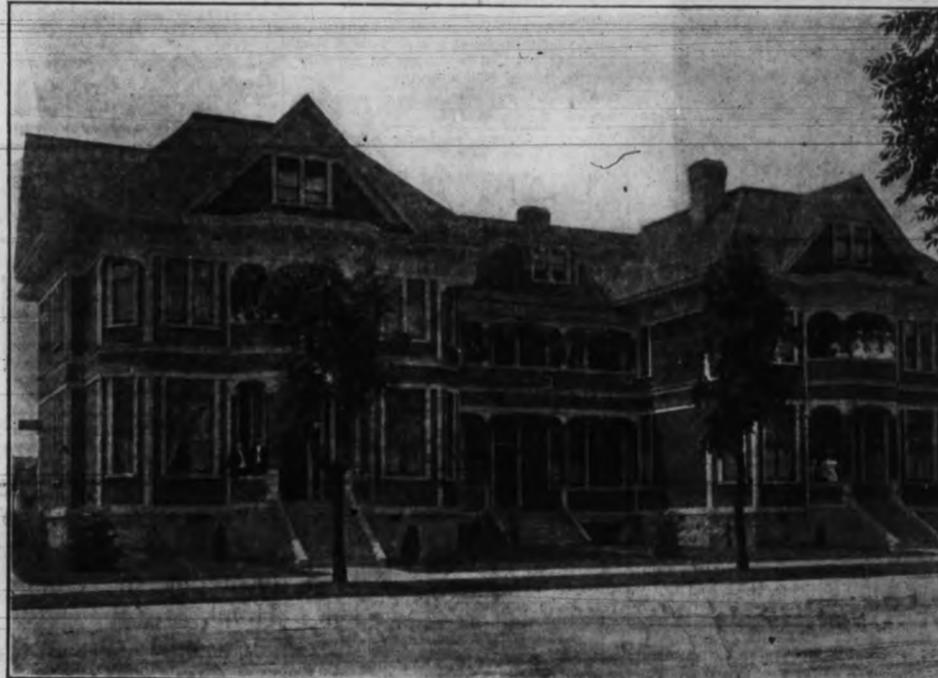
of Sandon (a monument to the intrepid prospector whose name it bears) is located. Turning south up Sandon creek they pitched their tent on the flat where the Slocan Star concentrator now stands. The timber was so thick that travel was very difficult, and prospecting at any distance from the stream next to impossible. Float was discovered here and there, but otherwise the first day out was barren of results. Three days supplies was all that their larder could boast, but the float in the creek drew them on.

About a mile up Sandon creek they found a vein which from its size promised well, and with feverish haste they prospected on either side. About two o'clock in the afternoon White discovered the great outcrop of ore, and here were set the stakes that made the Slocan Star mine theirs for the finding. It is doubtful if a finer outcrop of ore was ever sighted by a hungry prospector. Clean galena twenty to thirty feet in width had been exposed by the hand of nature. Great boulders of the same material, one weighing 125 tons, being found the following summer where it had broken loose and rolled down the mountain.

on the vein. Numerous intermediate levels, drifts, winzes, rises, etc., have been driven in the various workings on the vein, showing a total of nearly 20,000 feet of development.

A winze has been sunk near the west end line of the Slocan Star claim, reaching a vertical depth of 160 feet below level No. 5. Drifts each way from this winze show pay ore in large quantities. Similar work is being prosecuted on the Silversmith claim with like results. Numerous shoots of high grade ore have been opened up in the various workings of the mine from all of which ore has been stopped. There are great stopes of ore still in reserve, and in all probability other good ore bodies will be opened as the vein is further prospected.

The Slocan Star vein is a true fissure cutting the formation at different angles in its course. The general trend of the vein is northwest and southwest, but sweeping bends occur which makes it have the appearance of running at right angles to its course. The ore is either galena or zinc blend, with high values in silver. The ore occurs in shoots which vary in length on the vein, the average being from 100 to 200 feet, and varying



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Prosperous City of Revelstoke—Its Birth and Agencies That Made It.

**T**HE city of Revelstoke has and enjoys a situation that world-famed region, stands on the threshold of "Gateway of Kootenay." It has been well named. "The its contemporaries in British Columbia's sisterhood of cities may heartily envy. From its superb site on a spacious plateau it commands the panorama unfolded by the majestic Columbia, which wends its silent way in increasing momentum and volume as it receives its watery tributes from the mountains down the beautiful valley of the Arrow lakes. A glance at Revelstoke from an eminence would convey the idea that supernatural agencies fashioned its location. The mountains seem to have humbly retreated to make way for it. At its very gates the river lays the product of the lumberman, for Revelstoke can boast of proximity to a wealth of timber which alone is sufficient to bring it prosperity.

On the east the Illecillewaet runs itself boisterously and picturesquely from the Selkirks, and just below the city becomes a part of the Columbia. And this, in itself, is another potentiality that nature has designed for the advantage of the Gateway City. The energetic authorities of the place have placed it in harness and from the power it is com-

to the fact that last year the cost of remodelling and thoroughly improving the old waterworks system, amounting to \$10,000, was met entirely out of the current revenue. The water supply need not worry the council of Revelstoke. A part of the system is in the shape of two reservoirs with a combined storage capacity of 100,000 gallons, which is not only adequate for domestic purposes, but sufficient to provide splendid fire protection. In fact the pressure in the business section is 110 pounds. As before stated the power for the lighting system is obtained from the Illecillewaet river, and so far a 543 h.p. plant has been found sufficient to supply 2,500 lights.

From the water and light franchises the city derived a net profit of \$9,614 during the first year, in addition saving the taxpayers \$1,823, representing the amount hitherto paid to the Revelstoke Water and Light and Power Company, from whom the rights were acquired. The system, therefore, earned a revenue to the city equivalent to 17½ per cent. on the cost of purchase in the first year of civic operation, and this apart from the fact that on the system being taken over the charges were reduced to the Vancouver scale. With the steady growth of the city, and the extended use of water and light the revenue will pro-

ber Company, the Yale-Columbia Lumber Company, and others, all of which operate mills within short distances of Revelstoke. Another establishment will be started at Arrowhead before long.

All these big mills find a ready market for their product in Manitoba and the Northwest Territories, a market that will wonderfully increase when the disabilities under which the industry is laboring are removed. Their disbursements in salaries run away into the thousands, most, if not all, of which finds its way to Revelstoke. So it will be seen that the stride of the "Gateway City" of Kootenay must inevitably keep pace with the rapid development of the timber resources of the vicinity.

But Revelstoke need not depend upon the lumber industry for its life blood. Even if this splendid potentiality were lacking, it would still have a force behind it that would make it loom up substantially on the map. This is the mineral wealth directly contiguous to it. The place is the heart of the mineral of \$182,346, or an average increase of \$45,588 per annum which is equivalent to a yearly increase of 16½ per cent. And in this connection it should be borne in mind that the valuations of the city are most conservatively based.

Revelstoke lies in one of the finest timber belts on the continent. Lumbering



REVELSTOKE LUMBER CO.'S SAW MILL.

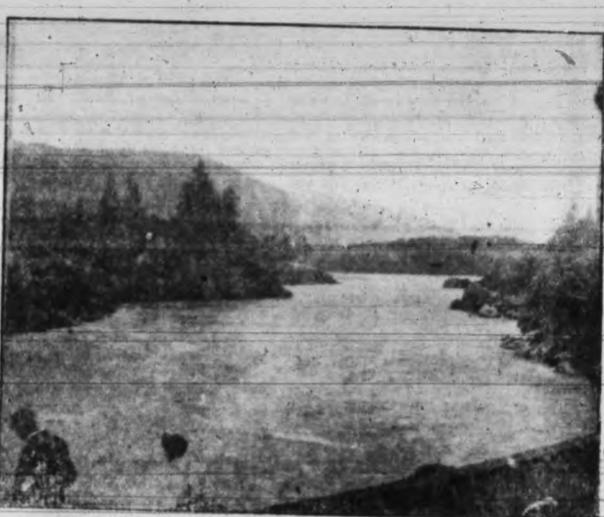
Rapids the steamer Revelstoke, constructed by local enterprise, supplies means of communication three times a week, and after a time even more intimate connections will be established by a tramway past the rapids, and another steamer on the river above them.

Among the companies operating in the Big Bend district is the Prince Mining & Development Company, which owns the Standard group of copper claims on the forks of Bowline creek. This com-

pany adjacent and tributary to the Big Bend of the Columbia and Canoe river, will be brought into direct touch with Revelstoke, which will add largely to the city's importance as a distributing centre. The main fields of the northern country are known to be among the best in the world, and the owners of the large mineral deposit at Tete Jaune Cache, of whose property no less an authority than the late Sir G. M. Dawson spoke in the most enthusiastic terms, have offered to put up a large portion of the capital required to open up the northern country in this way. Given the transportation planned the mines will be operated on the large scale justified by their excellence.

In addition to the commercial prestige that must be the lot of Revelstoke, with the development of all this transportation programme, there is another phase

notable feature in the composition is the presence of a very considerable amount of sulphurated hydrogen, and also of the rare substance of lithia. Of this latter substance there is fully six times as much as is known to exist in two different American waters, the result of the analysis of which is now before us. One gallon of the water contained the following ingredients: Chlorine, 8.14; sulphuric acid, 363.43; silica, 74.29; lime, 84.57; alkalies as soda, 5.71; magnesia, 232.00; lithia, 8.81; sulphurated hydrogen, 32.00. A McGill, F. R. S. C. analyst to the inland revenue department, who visited the springs, has no hesitation in saying that these springs are among the richest in lithium salts in America—if not indeed the very richest in this respect. The Halcyon Hot Springs sanitarium and cottage annexes



A PARADISE FOR FISHERMEN AND ARTISTS.

that should not be overlooked. This is the tourist travel. That the present main line of the G. P. R. will ultimately become the tourist and passenger route for the reasons cited above, there is no doubt. But take the line from Revelstoke south, and follow the Columbia to Arrowhead, then boast one of the commodious, speedy lake steamers, and the passenger will behold a scene least that cannot be eclipsed anywhere. The Arrow Lake trip can hardly be described. It presents a variable changing panorama that must rank as one of the chief glories of the province. From Arrowhead to Robson there lies 130 miles of water, which

provide adequate accommodation for the numerous visitors seeking a renewal of health, or for recreation.

As a roadside city a place for advantages, Revelstoke possesses many advantages and the progress it is making along this line is abundant testimony to the fact. It has many attractive homes and while its whole town is opposed to gaudy building boms which prove injurious when the era of decadence occurs, its property brings good values and its building operations are carried healthily on. Last year the Revelstoke Land Company was organized and purchased from the English owners what was known as the smaller townsite addition. It laid out along McKenzie avenue a broad thoroughfare extending eastward from the business section, nine blocks. A considerable sum of money is now being used in opening up and grading the streets leading to Avenue B, laying walks and making general improvements. Among the residences which will soon adorn the most desirable locations are structures that will cost from three thousand to ten thousand dollars. These values have shown a decided improvement in the last year in some instances having advanced one hundred percent.

Revelstoke has some excellent public institutions among them being the largest and best equipped hospital in the district. It has public and high schools, an armory, a city hall and fire department headquarters, and the provincial government building which is presided over by F. Fraser, the gold commissioner. Mr. Fraser has resided in the district for twenty years, and holds a bewildering variety of positions which are worthy of reproduction here. Gold commissioner, government agent, assessor and collector, having jurisdiction over a territory embracing the whole of the Revelstoke ridges and portions of Kaslo, Slocan and Yaletz ridges, and including the important mining divisions of Big Bend, Larder and Trout Lake, registrar of the County court and district registrar of the Supreme court, registrar of deaths, births and marriages; issuer of marriage licenses, clerk of the peace and stipendiary magistrate; assistant commissioner of lands and works; chairman of the local provincial board of health and inspector under the Cattle Act.

The various business concerns are also well quartered. Two banks are operated in the city, the Imperial and Molsons, and the former has shown its faith in the place by erecting a handsome building. The fine brick store completed nearly two years ago by Hume & Co., has been described by travellers as one of the best in the province. Many other well built and adequately appointed structures confront the visitor to this bustling interior community.

Revelstoke is unquestionably a place with a future. As this great province expands the city's limits will proportionately extend. Its population is now three thousand or thereabouts, which but a circumstance to the figure that will follow the systematic development of its tributary resources from timber, mineral and transportation standpoints.



"This water is remarkable chiefly for the large proportion of silica and alkali salt which it contains. Another



GENERAL VIEW OF REVELSTOKE.

peled to furnish is generated the electricity which lights the streets and the public and private buildings. Many municipalities are required to go away back to the mountains for this power; they have to build tunnels, string miles upon miles of wires and surmount obstacles which require thousands and thousands of dollars' expenditure. But not so Revelstoke. This fabred city gets its power from a point but a mile distant, and on the main line of the Canadian Pacific railway.

Revelstoke was first located by A. S. Farwell, an ex-surveyor-general of the province, who bestowed upon it his name. This was about twenty-one years ago, and its site was on the right bank of the river a mile and a half or so from the present depot. Major Rogers had discovered a feasible pass for a railway through the mighty rampart of the Selkirk mountains. In the spring following the laying of the rails the name of the place was changed to Revelstoke, after Lord Revelstoke, a director of the C.P.R. From this it will be gathered that Revelstoke is a railway town, its genesis being an incident in the great colonization programme associated with the construction of that great steel nationalizer known as the Canadian Pacific railway.

But Revelstoke did not leap to the dignity of a matured city in a day. Its growth was not of the spasmodic, uncertain order. It was not incorporated until March, 1890, but when it received its charter aspirations to still greater prominence stirred its citizens. Civic improvements on an extensive scale were found necessary, and one by one these have been supplied. Two of these improvements, which have been burning questions in many more pretentious communities, do not distract the people of this place. These are the electric lighting and waterworks systems, which are owned by the corporation and are profitably conducted. In this respect Revelstoke is ahead of the two largest cities of the province, the people of which have to pay a private corporation for their domestic lighting.

Naturally the inauguration of such important works as these involved the city in a bonded indebtedness, but it is not very formidable, amounting to \$102,000. As an indication of the financial solidity of the place its people point with pride

Year.	Land.	Improvement.	Year.	Land.	Improvement.
1900	\$273,346	\$288,446	1901	314,831	328,420
	317,426	343,230	1902	342,255	369,760
	340,478	403,700	1903	41,223	

The above figures show a total increase of valuation in the last four years plant at Revelstoke has sixty employees



REVELSTOKE CITY SCHOOL.

ago the Fred Robinson Company was the only concern in the locality. Now there are the Revelstoke Lumber Company, with its well equipped mill, the Bowman Lumber Company, while the Mundy Lumber Company is erecting a \$150,000 mill at the time of writing, at Arrow Valley lake, about nine miles west of the town. The Bowman Lumber Company was organized last winter with a capital of \$1,000,000, and operates mills at Revelstoke and Comox, the combined output being 120,000 feet a day, which establishes this concern as one of the largest in the province. The belt of North Kootenay. At Kamloops, on the south, are three stamp mills which have proved the mineral resources of the district by the gold bricks produced, and the extensive bodies of silver lead ore which lie near at hand have been practically untouched. This is particularly true of the Fish Creek section. On the Arrow Lakes and along the main line of the C.P.R., both east and west, are extensive deposits of silver-lead and zinc ores, only waiting capital and the skill of the miner to convert them into wealth producers. At the north is the famous Big Bend district, which for years has been the scene of considerable mining activity, both lodes and placer. Not only is this locality rich in precious metals, but it is also abundantly timbered, and with the outlay of the necessary capital it will prove one of the most prosperous sections of the province. For about fifty miles up the river to Death

is, therefore, its chief industry. The Columbia river drains an area of about three hundred miles of heavily timbered valleys, which contain forests of cedar, spruce, fir, hemlock and pine, and it can truly be said that the magnificent wealth within these limits has been only superficially disturbed. And this great tract is directly tributary to the city, which is the heart of it, and is most gratifyingly susceptible to the operations of the timbermen. Investors have realized this thoroughly, and already have spent many thousands of dollars in exploiting the forest wealth. It will not be long before Revelstoke will be the centre of a lumbering industry that will astonish the people of the province. Two years

ago the Fred Robinson Company was the only concern in the locality. Now there are the Revelstoke Lumber Company, with its well equipped mill, the Bowman Lumber Company, while the Mundy Lumber Company is erecting a \$150,000 mill at the time of writing, at Arrow Valley lake, about nine miles west of the town. The Bowman Lumber Company was organized last winter with a capital of \$1,000,000, and operates mills at Revelstoke and Comox, the combined output being 120,000 feet a day, which establishes this concern as one of the largest in the province. The belt of North Kootenay. At Kamloops, on the south, are three stamp mills which have proved the mineral resources of the district by the gold bricks produced, and the extensive bodies of silver lead ore which lie near at hand have been practically untouched. This is particularly true of the Fish Creek section. On the Arrow Lakes and along the main line of the C.P.R., both east and west, are extensive deposits of silver-lead and zinc ores, only waiting capital and the skill of the miner to convert them into wealth producers. At the north is the famous Big Bend district, which for years has been the scene of considerable mining activity, both lodes and placer. Not only is this locality rich in precious metals, but it is also abundantly timbered, and with the outlay of the necessary capital it will prove one of the most prosperous sections of the province. For about fifty miles up the river to Death

the business at the least cost. The present main line, with its route over the high summits of the Rocky and Selkirk mountains, will not permit this, and the only alternative of the big corporation in the premises is to make the main line with its unsurpassed scenic attractions in the mountains, the tourist and passenger section, and the Revelstoke-Larder division, its main freight route. This will mean much to Revelstoke, making it the inland traffic emporium between the east and west.

As already pointed out in this article, private enterprise provided a steamship service up the river between Revelstoke and Death Rapids, a distance of about fifty miles, and that a tramway and river steamer beyond this treacherous obstacle will eventually give it still further communications. By this means the terri-

tory adjacent and tributary to the Big Bend of the Columbia and Canoe river, will be brought into direct touch with Revelstoke, which will add largely to the city's importance as a distributing centre. The main fields of the northern country are known to be among the best in the world, and the owners of the large mineral deposit at Tete Jaune Cache, of whose property no less an authority than the late Sir G. M. Dawson spoke in the most enthusiastic terms, have offered to put up a large portion of the capital required to open up the northern country in this way. Given the transportation planned the mines will be operated on the large scale justified by their excellence.

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SCENE IN REVELSTOKE.

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IMPERIAL BANK, REVELSTOKE.

# The Great Crow's Nest Pass Coal Company



Whose Extensive Operations Have Worked Wonders in South-East British Columbia

**T**HE Crows' Nest Pass Company Limited, is undoubtedly one of the greatest factors in the development of the province of British Columbia in recent years. Its scope of operations is in the Fort Steele mining division, East Kootenay, about forty miles north of the international boundary. Before describing the extensive works of this big company a brief reference to the coal discovery period in the district would not be out of place. Coal is said to have been discovered there more than twenty years ago. Its stated existence was alluded to in the report of progress of geological survey of Canada for 1880-82. It was again referred to in the report for 1882-83. The coal bearing area was approximately defined and examined in a preliminary way by Dr. George M. Dawson in 1883. Later, in 1891, after some of the measures had been prospected it was visited by Dr. Selwyn, also of the geological survey. Dr. Dawson wrote: "This coal field, although it has not yet"

land lying just west of the Crows' Nest Pass and extending for fifty miles along the east side of the Elk river.

The enormous deposit of coal in this area makes it rank as one of the most remarkable deposits in the world. Altogether there are over 80 seams of coal, making a total thickness of about 350 feet. Taking into account only seams of three feet and over there is enough on this company's property to supply 10,000 tons a day for 10,000 years, and assuming that only half of this coal can be actually taken out of the ground the day would amount to 3,000,000 tons a year for 5,000 years.

The Crows' Nest Pass Coal Company, Limited, has now established and thoroughly equipped three large collieries at Michel, Coal Creek and Carbonado respectively, and there are several independent mines at each colliery. As soon as these wells of different grades are produced, the company is able to supply the various demands of commerce.

Blacksmithing coal, coking, bituminous steam and semi-anthracite are prepared

per and lead ores. Its porosity is 43-47 per cent, which enables a very rapid combustion.

The following are average analyses of coke, made both directly from sampling from each oven drawn, and also by analysis of the slack with which the ovens were charged:

	M. Char.	Volatile Matter.	Fixed Carbon.	Ash.
Sor Creek Coke	0.32	1.01	80.00	9.77
Michel Coke	0.42	1.02	87.68	9.90
Carmen No. 1	0.42	1.02	80.63	10.28
Carmen No. 2	0.42	1.02	80.63	7.00

#### Railway Connections.

The Canadian Pacific Railway runs through the Crows' Nest Pass for a distance of 52 miles, cutting across the northern part of the field and passing directly through

wherever this coal has been tried, repeat orders have been the outcome. It is particularly adapted for heavy welding and is used for this purpose in all the Canadian Pacific railway machine shops from Winnipeg west.

This coal has now entirely superseded the Cumberland coal for blacksmith use in this country.

#### A Semi-Anthracite Coal.

At Carboneado this company is now mining a semi-anthracite coal which has been highly spoken of as a good domestic fuel wherever it has been used. The sale of this coal is making rapid headway in the Northwest Territories and is considered by people who have given it a trial as superior for domestic purposes to any coal now in that market.

At Carbonado colliery five mines have been opened up, but only three are now being operated. This colliery, when worked to its full capacity, can easily produce an output of 1,000 tons per day.

At Michel colliery six separate mines

have been opened up, but at present only two of them are being operated producing an output of 1,200 tons daily. The total capacity of this colliery is over 2,000 tons daily when all mines are in operation. A pneumatic haulage plant is in course of erection for No. 8 mine and when this plant is installed the capacity of this mine alone will be 1,500 tons per day.

At Carbonado colliery five mines have been opened up, but only three are now being operated. This colliery, when worked to its full capacity, can easily produce an output of 1,000 tons per day.

It will seem, therefore, that the combined capacity of the three collieries at present exceeds 4,000 tons per day and should the market warrant it could quickly be increased to between 5,000 and 6,000 tons daily. Any rapid increase in the consumption of coal in the territory tributary to this coal field could at once be taken care of by the production from these mines.

#### Thousands of Coke Ovens.

As already stated, as a kindred industry to coal mining the manufacture of coke has been undertaken at all three collieries. The company has built altogether 1,428 bee-hive ovens, viz.—424 at Fernie, 464 at Michel and 240 at Carbonado. The combined capacity of these ovens, burning sixty-two hours coke is 1,500 tons of coke per day.

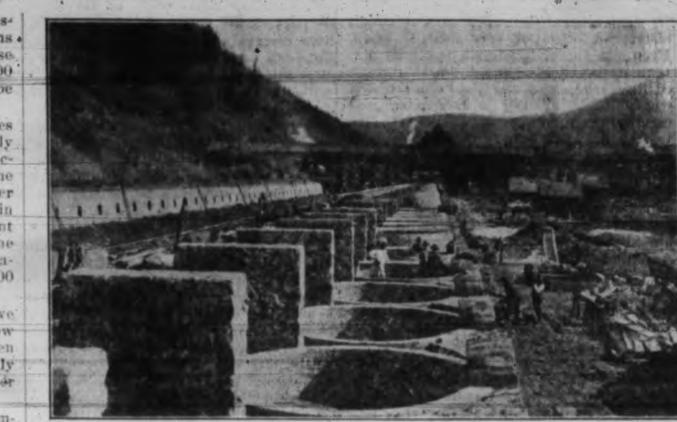
At the present rate of consumption of coke in British Columbia does not exceed 700 tons per day, it can readily be seen to what extent this company has provided itself against future

genuine

This remarkable development within the last few years has only been accomplished by the expenditure on the part of the company of an enormous sum of money. This fact alone can be taken as a guarantee of the Crows' Nest Pass Coal Company's desire to assist in every way in the efforts that are now being put forth to foster and build up the allied mining and smelting industry of this province.

#### Increasing Output.

Showing beyond dispute the remarkable strides made by the Crows' Nest



COKE OVENS, CROW'S NEST PASS COAL CO.

south. Its greatest length is about 35 miles, north and south, and its greatest width about 13 miles. These figures are, of course, only approximate. The Crows' Nest branch of the Canadian Pacific railway, descending Michel creek on the western slope of the mountains, crosses the northern part of the coal lands. It then follows the Elk river downward, nearly along the line of the western boundary of the cretaceous area, for a distance of about 25 miles. The upturned western edge of the cretaceous rocks forms a ridge or escarpment which runs parallel to the Elk river and three or four miles distant therefrom. The height of the escarpment is fairly uniform, being 3,500 to 4,000 feet above the river. About half-way up the slope the coal measures are found outcropping with dips of 30 to 40 degrees eastwards. Although in general the cretaceous rocks are said to have assumed the form of a flat-bottomed basin, there are many places where local faults have destroyed this symmetry of this arrangement. Some of these faults are of considerable dimensions, and form an important factor to be reckoned with in the problem of systematically mining the coal.

Total area of coal lands, 230 square miles, equal 147,200 acres.

"One acre with 100 feet of coal would yield 153,480 tons of 2,240 pounds.

Fifty thousand acres would yield 7,674,000,000 tons of 2,240 pounds."

"One hundred and forty-seven thousand two hundred acres would yield 22,235,200,000 tons of 2,240 pounds."

South Fork of Michel Creek.

Mr. W. W. Legge, also of the geological survey, spent part of the season of 1891 in examining Marion creek and the upper valley of the South Fork of Michel creek. In his published report he mentions that the coal measures outcrop in this valley at a point about 10½ miles from "The Town" on the Crows' Nest railway, a short distance above Michel, and at an elevation of about 900 feet above the railway. This valley affords a comparatively easy grade for a branch railway and, as it is fairly wide and flatbottomed, there would be ample room in it for coke ovens and other necessary structures. In a measured section of 921 feet 8 inches there were found 12 seams of coal ranging in thickness from 8 inches to 25 feet 2 inches. And aggregating 60 feet 6 inches. A comparison of this section with the one measured at Morrissey showed the coal seams to be "fairly persistent, considering the fact that these two points are 10 miles apart. The intervening beds, however, show a wider variation, with a decided tendency to thin out in the lower part of the section at least."

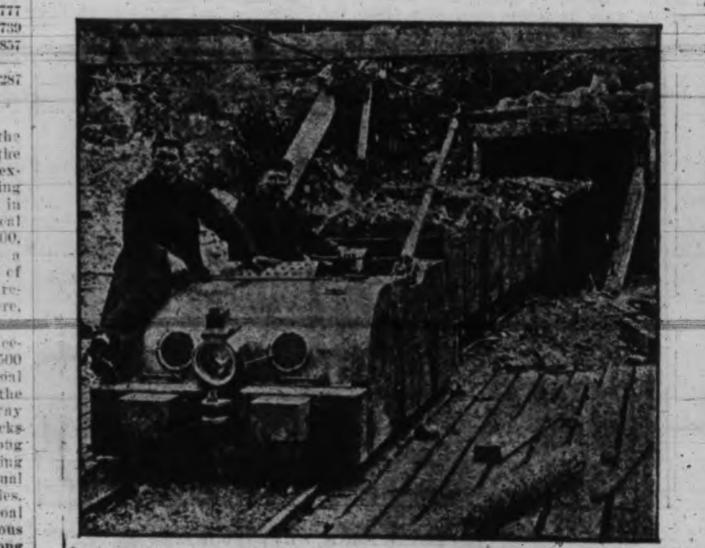
Officials of the Company.

The following comprise the board of directors:

Hon. Geo. A. Cox, president; Robert Jaffray, first vice-president; Lieut.-Col. H. M. Pollatt, second vice-president; G. S. Lindsey, K. C., third vice-president; William Fernie, Victoria; J. A. Gemmill, Ottawa; J. D. Chipman, St. Stephen, N. B.; David Morrice, Montreal; E. R. Wood, Toronto; Thomas Walmsley, Toronto; Lieut.-Col. James Mason, Toronto; Frederic Nichols, Toronto; C. G. Dalton, Toronto.

Officers.

G. S. Lindsey, K. C., general manager; E. R. Wood, treasurer; R. G. Drinnan, geologist and land commissioner; Daniel Davies, comptroller and purchasing agent; H. B. Wright, chief engineer; G. L. Pearson, coke superintendent.



COAL CARS IN CROW'S NEST PASS COAL CO.

#### VIEW OF TOWN OF MICHEL.

VIEW OF TOWN OF MICHEL.

been fully defined, must have an area of at least a couple of hundred square miles. There are numerous superposed coal seams, ranging in thickness from 2 to 30 feet, and although the whole series, supposed to comprise about 20 seams, covers only the central part of the field, it is already manifest that we have here one of the most remarkable coal basins known. Dr. Selwyn roughly estimates the coal underlying each square mile in one part of the field, at 49,500,000 tons.

The history of the development of these fields dates back to 1887. In June of that year Wm. Fernie, then of Fort Steele, and Lt.-Col. Baker, then member of the provincial legislature for that district, decided to prospect the coal measures, the existence of which had been reported to them by Michael Phillips, an old Hudson's Bay Company employee. Every summer, for eight or nine years, Mr. Fernie took men from Fort Steele to the Elk River district, where they prospected the coal seam outcrops there. A syndicate was formed in Victoria to acquire and develop these coal seams. Eventually a company was organized to take over the syndicate's holdings, and a charter authorizing the construction of the British Southern Railway, to give access to this coal district, was obtained from the provincial government, of which Lt.-Col. Baker was by this time a member. But about ten years (1887-97) elapsed before these pioneers achieved their object and began to see a return for all their patient and persistent effort. Their reward came with the eventual closing of an agreement with the Canadian Pacific Railway Company for the construction of the Crows' Nest Railway. Meanwhile the Crows' Nest Pass Coal Company had acquired the coal lands.

Crows' Nest Pass Coal Co., Ltd., and Its Mines.

The further history of the development of the coal mines is practically that of the progress made thereafter by the Crows' Nest Pass Coal Company.

This company was incorporated in 1897 and commenced active mining operations the same year. The country was practically a wilderness at that time and construction work was only started on the Crows' Nest line of the Canadian Pacific Railway.

Since then the company has gone ahead, steadily increasing its plant and development up to its present capacity of 4,000 to 5,000 tons a day. Numerous towns and settlements have sprung into existence, with the prosperous city of Fernie in the central portion of the field. Sawmills and manufacturers have followed in the natural course of events and today the Crows' Nest is the most thriving portion of the province of British Columbia.

The company owns 250,000 acres of

#### Quality of the Coal.

The following are some of the average analyses of coal taken from all the working places in different mines:

	M. Char.	Volatile Matter.	Fixed Carbon.	Ash.
Coal Creek Coal	0.74	25.18	60.23	9.49
Michel Coal	1.30	23.61	67.59	9.50
Carbonado Coal	0.60	15.08	74.86	12.8

#### Coke Making.

As a very large proportion of the coal produced at these mines is made into coke, it will be seen that coke making constitutes an important part of the Crows' Nest Pass Coal Company's operations. The physical conditions at Coal Creek and Carbonado (Morrissey creek) are such that a departure from methods prevailing at most collieries where coke is made has been necessary, for owing to there not being room in the valleys near the mines for a sufficient number of coke ovens, these have had to be built away from the mines. The ovens of the Coal Creek colliery are at Fernie, between four and five miles from the mines; the Carbonado ovens are nearly two miles from the mines. The slack coal for coking in these ovens is loaded directly on to railway dump cars and hauled to big slack storage bins built near the ovens. At Michel the slack is collected from the screens in pockets, conveyed to an elevator, discharged on a second conveyor, and distributed to the slack bunkers as required.

The coke ovens are of bee-hive shape, diameter 12 feet, and have a circular "eye-hole" or chimney at the top. They are built in double rows, of fire brick, with supporting walls and piers of stone masonry filled in between with fire clay. A single standard-gauge railway track runs along the top of each battery, and on this are hauled, by light steam locomotives, the side-discharge steel cars which charge the ovens with 632 tons of slack each. The production of coke per charge is from 3,300 to 4,220 tons, the average being one ton of coke from 1.6 tons of coal. The time of burning is 60 to 72 hours, which gives a daily production per oven at the rate of 1.3 to 1.6 tons. No provision is made to recover the by-products. The coke is "smoked" or cooled and the dirt washed off by hose-washing inside the ovens. Thus treated, it contains 1.5% moisture when drawn from the ovens on to the shipping wharves.

The coke produced is of great strength and is well suited to the smelting of copper

in the Michel colliery camp, then skirting along the western edge of the field southward through Fernie and Morrissey within short distances of Coal Creek and Carbonado collieries.

The Gr. N. P. R. R. has been extended to the Crows' Nest Pass Coal Company's collieries, thus opening up the great market on the south, where no high grade coals are to be had.

The Morrissey, Fernie & Michel Railways, which is owned by the shareholders of the coal company, connects the Coal

#### Very Best Grades.

In order to insure that only the best grades of coal are placed on the market, samples of coal are taken from all the working places in each mine periodically and analyses of same made by the company's analyst. By this means it is possible to prevent any inferior coal being mixed or shipped. Careful attention is given to the cleaning and sorting of the coal after it comes out of the mine and all coal is first passed over

screens and picking tables before being loaded into the railway cars for shipment.

#### Installing Improvements.

The company is at present installing at its Coal creek colliery a steel tipple capable of handling 4,000 tons of coal in 10 hours. This tipple will cost when completed \$200,000 and will be equipped with the most modern devices for the proper cleaning and sorting of coal. Included in the machinery in this tipple are revolving dumps, shaking screens and picking screens with adjustable aprons for the careful loading of coal and Smith gravity box car loaders. The plant is designed in such a way that any grade of coal from hand picked lump to fine slack can be sorted out and loaded separately. In this way the company is prepared to meet the requirements of any industry calling for a particular grade or size of coal.

Every precaution has been taken to guard against the breaking of coal while being sorted and loaded, and with the splendid screening arrangements included in the equipment of this plant, it will be possible to extract, as demands, with a blow, clean and well screened coal.

#### Wonderful Development.

As an indication of the company's desire to put itself in a position to meet every possible extension of business in a country giving every promise of becoming a great industrial centre, it is only necessary to call attention to the wonderful amount of development wrought by it at its different collieries during the last few years. At Coal Creek colliery six separate mines have been opened up and five of them are at present

producing coal. Electric, compressed air, and main and tall rope systems of haulage have been installed in these mines and the present output of 2,000 tons per day could on short notice be doubled.

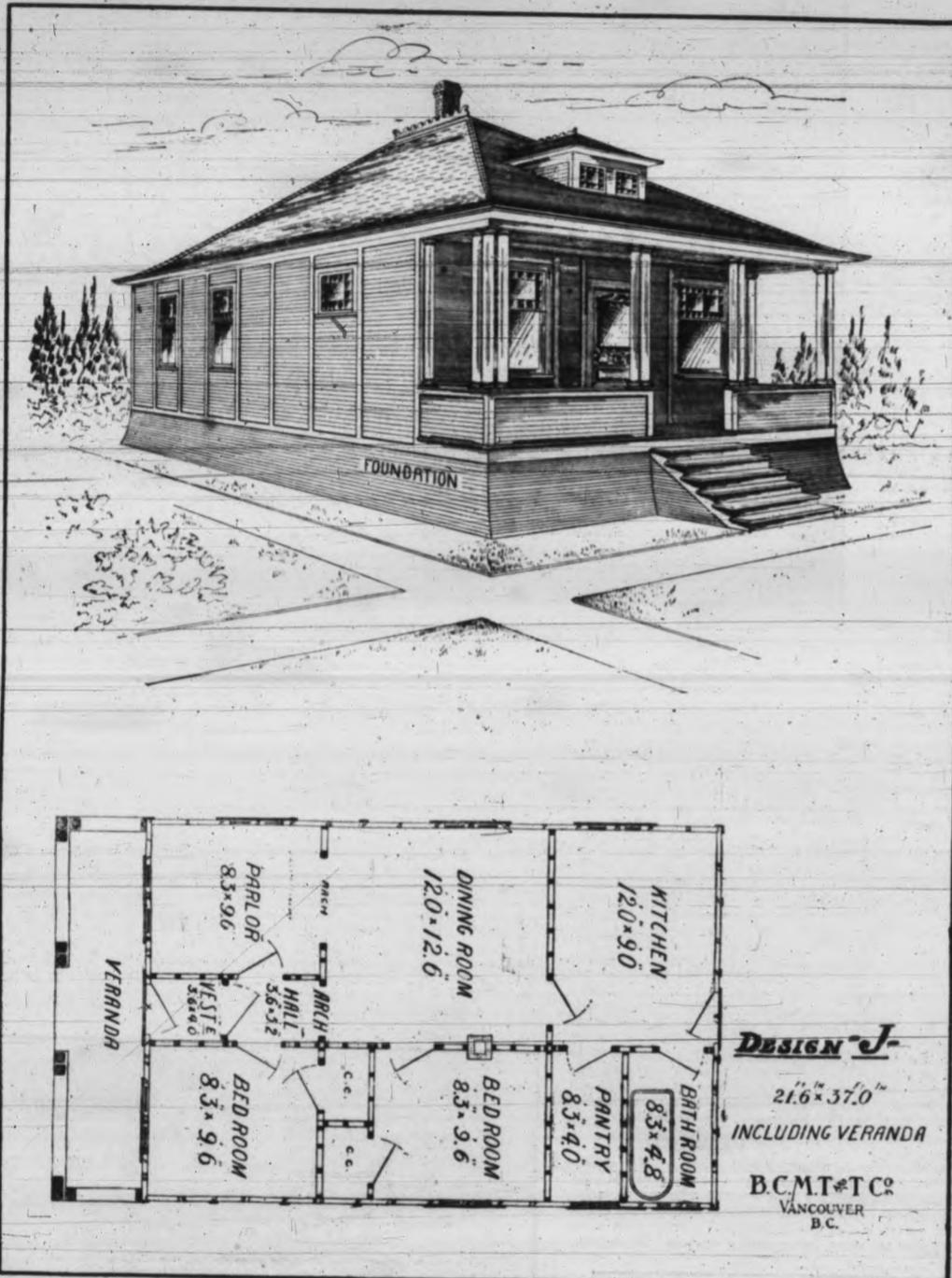
At Michel colliery six separate mines have been opened up, but at present only two of them are being operated producing an output of 1,200 tons daily. The total capacity of this colliery is over 2,000 tons daily when all mines are in operation. A pneumatic haulage plant is in course of erection for No. 8 mine and when this plant is installed the capacity of this mine alone will be 1,500 tons per day.

At Carbonado colliery five mines have been opened up, but only three are now being operated. This colliery, when worked to its full capacity, can easily produce an output of 1,000 tons per day.

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# The British Columbia Mills, Timber & Trading Company

Head Office: Vancouver, British Columbia



## DAILY CAPACITY:

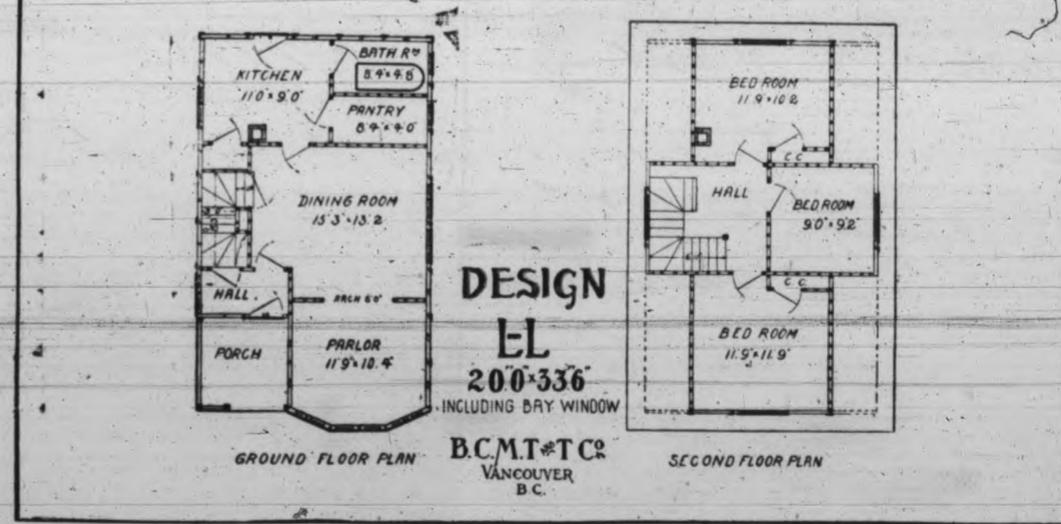
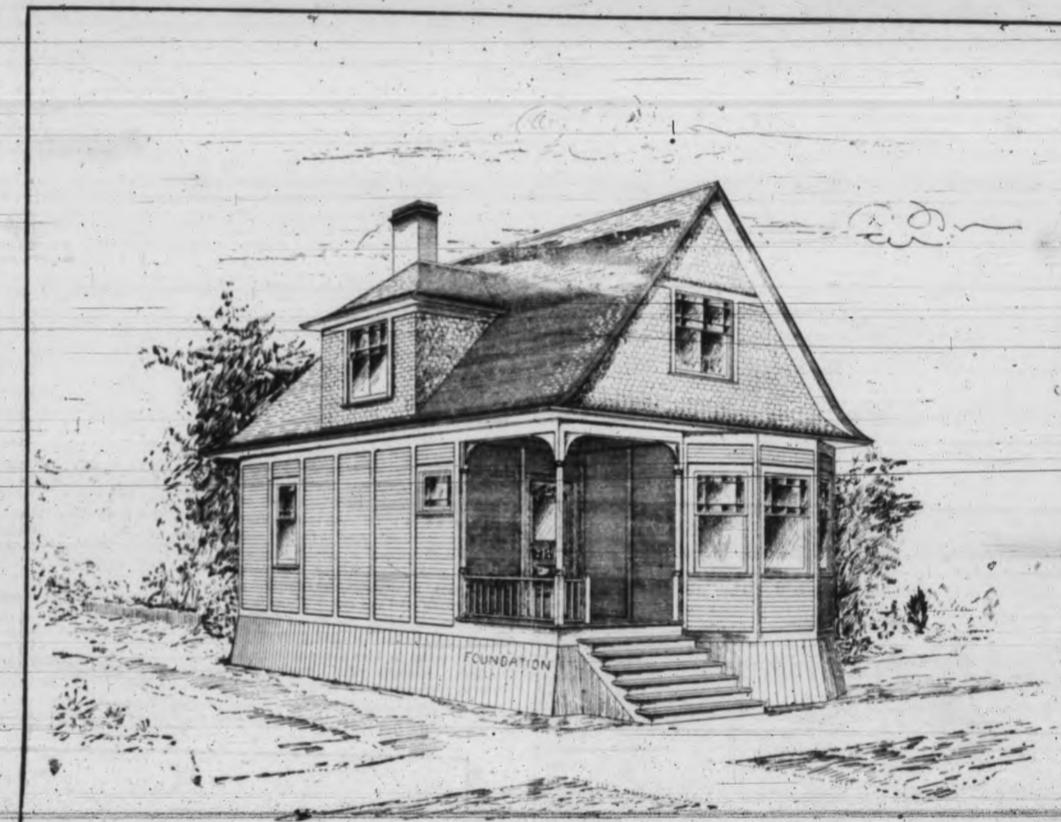
500,000 ft. Lumber  
200,000 Shingles  
600 Doors  
100,000 lin. ft. Mouldings  
And Other Products

## BRANCHES:

HASTINGS SAW MILL, VANCOUVER  
MOODYVILLE SAW MILL, BURRARD INLET  
ROYAL CITY MILLS, VANCOUVER

Saw Mills, Planing Mills, Sash and Door Factory and Plant for the Manufacture of Ready-Made Houses . . . . .

ROYAL CITY MILLS, NEW WESTMINSTER  
Saw Mill, Planing Mill, Shingle Mill, Sash and Door and Box Factory



STEAMERS: Active, Etta White, Comet, Belle, Firefly, Eagle and Dart

LOGGING CAMPS: Rock Bay (3), Bear River, Salmon River, Granite Point

**Grand Forks a Young Giant of Southern B.C.—Smelting and Commercial Centre**



**GRAND FORKS**, the mining, smelting and commercial centre of the Boundary, is situated in the fertile and picturesquely valley at the confluence of the West and North fork of Kettle river. Seven years ago it was a nameless ford on the Dewdney trail; to-day it possesses an energetic and enterprising population exceeding 2,500. The growth of the city has been synchronous with the development of the tributary mineral and agricultural resources. Prosperity there has no halts.

provinces, and besides catering to local requirements do a flourishing business with the district towns and adjacent mining camps. There are a great many possibilities for the wholesale trade owing to the growing importance of Grand Forks as a distributing centre. In view of the conglomeration of the surrounding country, it has been aptly named the "Gateway City."

#### Fine Situation.

Situated as it is amidst a natural amphitheatre of mountains, the new comer as well as railway trains, cannot enter



GENERAL VIEW OF GRAND FORKS.

ing stages. It is a living dominant fact, many a pioneer must have gazed on the undulating mountains and reverently wondered what purpose they were expected to serve in the economy of nature. To be sure some of them are heavily timbered, and it was conceivable that a portion of this wealth might one day be ravished off. An occasional reference to the scenery could scarcely be gainsaid, for in this respect it was a colossal picture gallery, with forms and colors laid on by the painter.

#### "Who dares?"

His brush in earthquake and eclipses? As a diversion it is all right and these valleys and peaks with their shifting shades of light and shadow will always attract those who have a yenning in their souls for the wonderful revelations on the earth and in the sky, that this region affords. The humble and often hu-

man, who seeks investment for his money.

#### The Boundary District.

The Boundary country forms the extreme southern part of Yale district. In it are four distinct mineral basins: That around Christina lake on the east, that adjacent to the North Fork of Kettle river, of Boundary creek, and that of the main Kettle river, with Rock creek and other tributaries. The area covers a distance of about 40 miles east and west, and extends about 60 miles northwards. The southern boundary is the international frontier.

The topography of the district, while it offers a considerable diversity, is not very different from that of all the great interior plateaux of British Columbia. Whilst mountainous, its highest points seldom exceed 5,000 feet, Kettle river in the vicinity of Grand Forks being 1,750 feet above sea level. Most of the hills are forested to their very summits with a variety of coniferous trees. The eastern, southern and western slopes are open, and afford a prolific growth of bunch grass; and along the valleys are numerous ranches, especially adapted for diversified farming. There have been numerous finds of ore in all these basins, but a great deal of unexplored territory is still open to the prospector. The ore bodies, famous for their enormous width, carry values in gold, copper and silver. To a large extent, in some properties entirely so, the gold will pay the

small, who seeks investment for his money.

One of the most interesting and valuable features of the Kettle river valley, is the large and well equipped nursery situated four miles east of Grand Forks, known as "Riverside Nurseries." The proprietor, Martin Burrell, for some years had charge of the government fruit experimental station of the Niagara district in Ontario. After some 20 years horticultural experience in the East he settled in this valley. Riverside Nurseries contains all the leading varieties of fruit and ornamental trees suitable for the climate of the interior. It is a revelation to the ordinary visitor to see the thousands of maples, lilies, roses and apple trees and the value of the industry of this kind to the Kootenay and Boundary countries is obvious.

#### Railways.

More railways converge in Grand Forks than in any other city or town in British Columbia. It has three roads, the C.P.R., Columbia & Western branch, which was built into the Boundary in 1890, the Great Northern and the Kettle Valley lines, constructed during 1901-02. The Canadian section of the Great Northern is known as the V. & E. railway. It is a link in the through line connecting Republic, Wash., and Grand Forks with Spokane and the south, via Kettle River valley. The company also has a spur built to Phoenix, and from Curlew the road to Midway is graded and will be built this summer. It is evidently the intention of the Great Northern to build west from Midway and so on to the coast.

low grade and blend well with the sulphide ores of the Boundary.

Shipments of ore to Grand Forks average about 10,000 tons per week with every prospect of much larger tonnage, as the Granby smelter is being rapidly increased in furnace capacity.

The road to the North Fork is now practically assured, in spite of the fact that no railway legislation was brought down by Premier McBride at the last session of the provincial legislature. The tremendous activity on the North Fork and the immense ore bodies being developed there, particularly the McKinley group of mines, take the railway out of the realm of possibilities and make it a commercial certainty. It is acknowledged that certain capitalists are ready at any moment to build the road for the traffic without any aid from the government. The full details are, at the time of writing, not in such shape as to stand publicly, but there is little or no doubt that the road will be built just as soon as it is required, and form still another link in the huge net of railways centering in the gateway of the Boundary, Grand Forks.

#### Smelting Industry.

At Grand Forks is located the smelter of the Granby Consolidated Mining, Smelting & Power Company. It is one of the most modern metallurgical plants in existence and is equipped with many novel labor-saving devices. It contains



ANOTHER VIEW OF GRAND FORKS.

ger-bitten prospector with a pack on his shoulders, a stone-bruise on his heel and rocks in his saddle-bags, is the hero, or at least the walking gentleman of this drama. Grand Forks is one of the emanations of his divinations. To his dauntless and impetuous spirit is due the rapid growth of flourishing towns and cities among the secluded mountains of British Columbia.

#### Founder of Grand Forks.

John A. Manly was the founder of Grand Forks. He owned the ranch upon a portion of which miles of graded streets are now laid out. Shortly after the discovery of mineral in the district he established a store. From this small nucleus the city has grown to its present size. At the epoch referred to other ranchers had already drifted into the valley and were engaged principally in cattle raising; and Rossland was yet unheard of. Mr. Manly displayed true prescience, and the faith exhibited in the little hamlet of ten years ago and the district generally, has grown in volume with the lengthening years. His fellow pioneers of those days included R. R. Gilpin, S. R. Almond, E. Sprague, W. H. Covert, Scott Macrae, Lloyd A. Manly, R. A. Brown and Dr. G. W. Averill. After its incorporation Mr. Manly had the honor of being its first mayor.

#### Offers Splendid Advantages.

No town in British Columbia offers superior advantages for business men, real estate investments or as a place of residence. The stage of solidity and permanency has long since been reached. Well stocked wholesale and retail stores are equal to any in the interior of the

# Portal of the Boundary

**Remarkable Growth in Short Space of Seven Years—Diversity of Its Wealth**

would be complete without mention of the excellent hotel accommodation that exists. The Yale hotel, overlooking the North Fork, was built and furnished at a cost of \$50,000. A network of roads and trails leading from the various camps converge here.

The Gateway City offers unsurpassed inducements to the settler in search of a farm, the stockmen seeking a ranch, the fruit grower in want of an orchard, the prospector in search of mineral wealth, the lumberman, the business man, or the capitalist, whether large or

small, who seeks investment for his money.

#### Climate.

The climate is an ideal one, with extremes of heat or cold. The snowfall in the valley is light. Spring opens early. The summers are pleasant and not excessively hot, the temperature averaging declining at sunset. The Boundary is famous for its bracing atmosphere, and has been described by Dr. Bryce in his "Climates of Canada," as the ideal national sanatorium.

#### Agricultural Resources.

Grand Forks is in the centre of an extensive valley, the extreme width of which (in Canada) is not less than 20 miles, and the average width one mile. In the vicinity of the Gateway City it widens out to about three miles. This represents an area of about 45,000 acres of rich soil consisting principally of a black loam, eighteen inches in depth, over a clay or sandy subsoil. The formation is due to erosion and denudation of the adjacent mountains, the valley bearing traces of having been the bed of a lake at an early geological epoch. The valley is a paradise for the horticulturist, fruit grower and truck farmer. In recent years the tendency on the part of the pioneer ranchers is to cut up their holdings into 20-acre tracts, which owing to the proximity of an unlimited cash market are in growing demand. About thirty individuals are now engaged in truck farming and are enjoying a share of the prevailing prosperity. Unimproved land sells for about \$75 an acre, and improved land, including young orchards, vary in price from \$100 to \$200 per acre. Chicken raising promises to become a local industry. Production cannot keep pace with local consumption, and at least \$20,000 worth of eggs and poultry are imported by local merchants annually.

Apples, peaches, pears, plums and berries here attain perfection. The small fruits also thrive, strawberries bearing the first season. The apples grown in the valley in the famous Covert fruit farm of 340 acres, captured the prize at a recent fruit fair at Spokane. Covert's farm is one of the show places of the district. Vegetables also yield prolific crops. Very little acreage is now devoted to cereals.

The portals of the Boundary without passing through Grand Forks. From an economic standpoint it is a veritable tollgate. Grand Forks is also famed for its handsome dwellings. It has been designated as a "city of homes." Real estate values are not inflated as the city has never experienced a boom, but on the contrary its growth has been cumulative. Lots vary in price from \$100 to \$5,000, according to location. The city has four saw and planing mills, a foundry and machine shop, opera house, fourteen hotels, bottling works, steam laundry, etc. Banking facilities are exceptionally good. The Royal Bank of Canada and the Eastern Township bank have flourishing agencies here. A successful factor in the local financial field is the British America Trust Company, organized by leading citizens. The advertisement of this excellent institu-

tion would be complete without mentioning and smelting charges, leaving the copper partially or wholly net profit. There is, of course, some silver produced, but its position is secondary.

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The bill is now before the Ottawa house. The Kettle Valley lines extend from Grand Forks to Republic, the great gold camp on the Colville reservation. It takes a rich mining country at intermediate points. Its general manager is H. W. Harrington, of Grand Forks. The road was built with Canadian capital. It will soon prove an important factor in the development of the tributary American camps whose ores will be transported to Grand Forks for treatment. Republic camp alone has one million tons of siliceous ores in sight. They are of the ideal-national sanitarium.

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eight furnaces and three stands of converters. About 2,000 tons of ore are reduced daily. The plant to date has treated 1,000,000 tons of ore. The function of the converters is to manufacture blister copper, 98 per cent pure. This product is then treated in an Eastern refinery, where the gold and silver values are extracted. Matte from other smelters is treated by the Granby company. The motive power of the smelter plant is electricity developed by damming up the north fork a mile above the works. The company has a local pay-

other side of the river three or four miles further north.

Eleven miles north on the east bank of the river is the Volcanic and Fan-tastic group of claims, situated on Volcanic mountain, and justly famed because they possess the largest surface showing in the Boundary district. Acres of iron oxide on the sides of the hill make it a landmark for miles. Below the iron capping the pyritic ore crops out by trap and porphyry walls. The width of the mineral zone averages

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# Mother Nature Kind to B.C.

How Richly She has Endowed This Province in That Which is Novel and Delightful.

**S**OMETHING there is in this philosophical; they take on a largeness ultramontane land of British Columbia, by the Pacific, with their surroundings. "Like good Catholicks they rear up very high in their arms and their pants, which may be the fruit of their enterprising and bitter trials from the British Columbia as with

soul on terms of intimacy. Man in his scattered settlements, bird and beast in their native wilderness of dense forest,

salmon-berry. This is a sort of Bobbinganian, bearded raspberry, red or yellow, though possessing only a faint tinge of the raspberries' delicious flavour or aroma. Indeed, it is the Scots say, "versel"—similar pastries and confections to the human palate. Like the Hudson Bay apple, it is a good deal of a trifle. For its size, however, it is glowing in colour and cold in taste, the soft greenery of broad, simple leaves, holds out promise of choice enjoyment which the assay of the palate discloses to be but a sorry deception.

the animals that can climb. The British Columbia crab apple, like the British works here. On the edges where these low trunks of tall trees far within the wild woods, it is very common, has a place among a black bear leading foxes. Thither, with repairs as it by instinct



CURATOR KERMODE, PROVINCIAL MUSEUM.

life's lot. After a little while the immigrants who come across the divide from Canada—they still speak here of the land beyond the Rockies as Canada—and further off, lose their fiery zeal in upward-going, even as the restlessness of lions and leopards is suddenly—and sinks to dormy contentedness—and amorous



a garment of green from the Pacific sun to the mountains that look out like sentinels over the plains of Alberta, all have enough to eat and to spare. The golden eagle that floats in the azure ether—a thousand feet above the Cascade glaciators, the squirrel that barks in the cedar alleys; the beaver that civil engineers in streams where the whistle of



the locomotive and the mail-time siren of factories can be heard on still days; the bear that marmurs in self-conversation as he swings through the woodland arboras, or threads, or boulders strewn mountain-side, even the little birds are



Throughout May, June and July every salmon-berry bush droops low under its burden of simple berries, and the tenants of the woods feast to satiation.

Then come the wild plums and the nuts

in many varieties. Master Squirrel, nimble Adjummo, then knows little rest from his self-imposed labors. From the earliest streaking of dawn, until "fares the gloomy day" finds scope for the sight, he works like a madman gathering the

ant subacid and peculiarly piquant tang. The bear is very fond of this fruit, and gorges himself upon it, and he must find



over the bank scowling in with his huge and appurtenances and satiates himself upon the sweet and clammy panmure his mouth protests against the assaults of the indulgent bear too often, as I have seen, drawing to him the "wand ring" hunter and his avenging rifle, not to mention the hunter's own fierce apprehension of the virtues of honey as a wholesome article of diet. Thus have been discovered some of the most remarkable stores of wild honey ever found in the woods of the lower Mainland of British Columbia.

Even the imported English sparrow, when it comes here a square, little athlete, courageous, aggressive and full of activity, soon becomes as plump as the overgrown alderman grown round and obese on calipash and calippe. He loses all his passing pugnacity to a degree that enables him to look on unperturbed and seemingly indifferent to the sharing of his goods by other birds.

As if Mother Nature had determined

The British Columbia wolf, too, differs



purring under the subtle influence of violet odours.

It is said of afternoon and of such moments as child Harriet apostrophized: a land where the aspiring soprano strain as she will, seldom attains the accustomed high; where the throaty, and chesty, and dusky contralto is queen of song; and where the people's voices are sonorous, deep and mellow, while fal-



ever known here; seldom even scarcity of things which serve to keep body and

sleek and plump and well nourished the year through.

"Nature red in tooth and claw" is not quite so much the butcher here that she is elsewhere; 'tis but a mitigate observance of her mysterious law that she gives.

Some may ask the reason for this pleasant condition—in the soft Lyman air which come up from their home in the South Pacific in the guise of the chinook wind; or in the shimmering, relaxing humidity, never absent at any season from this climate, due no doubt, to the warm Japan current spending its genial force along the hickory coast of British Columbia, and of Vancouver Island, thus ensuring those semiprivate glades and those forests of vast trees

stores at his Justice's bidding, against the "slipping and the eager air" of January and February. Noddy in this province shoots or kills the squirrel; he enjoys the protection of the powers, except, perhaps, the fellows who would murder their own dog if nothing else were high to provide them with the desired spectacle of bloody death scenes. In a land where the elk travel in fay, leisurely fashion, in bands of thirty and forty; where the black, the cinnamon, and that "devil of the gullies," the silver-tipped bighorn and the mountain goat are to become at fog an hour's stroll up the range, no sportsman regards the squirrel as other than a friend. Were the little chap the only living thing within a hundred miles he could still with perfect impunity lunch off the crumbs on the sportsman's boots, as he has often done in the case of the wifey. The tameness, may I say "chumminess?" of those tiny woodlanders amuses the stranger. Preserve silence, keep very still and they will carry their investigations, for they are incorrigible detectives, to the point of ascending unto the bandoller, scram-

bling, much more attacking deck the mackinaws, if squirrel sounds call back, with the glorifying flowers of which the dark petals of yesterday in the underworld are yellowish again nearly all the year round.

Besides all these vegetable delicacies—and I should not forget to mention the innumerable varieties of earth nuts and roots and edible herbs, and the luxuriant grass crops on which the deer put fat pasture from January to December; there is Adjummo would a very potent talk in this province, where the mosquito retains large proportions, especially as to bill. We have a wonderful variety of birds here, which, of course, subsist principally upon the insects, grubs and worms with which the hazy air and the fecund soil abound.

Neither should there be omitted

an enumeration of the comestibles provided by Nature for her human progeny, the fish course, a very important item in the bill of fare.

What about seals and sea otters, the

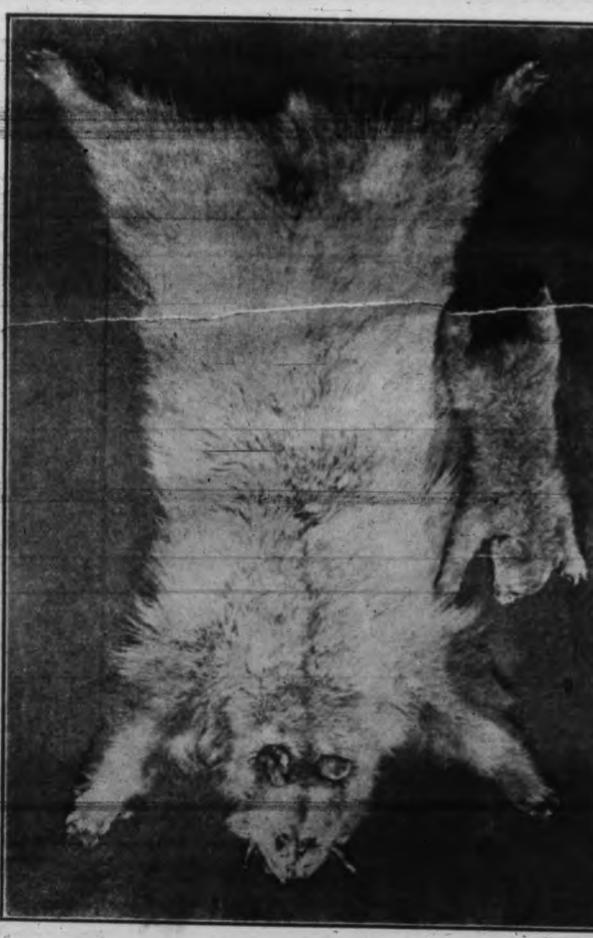
cocon, the mink, the otter and the seal

with which latter amphibian Briti-

sham now and the conditions to his dismay respecting the home, and that he should enjoy every pleasure in the country, fully padded with adipose, his limbs and quarters limosin and flexible, instead of being as unyielding as hickory to the surgeon's lancet, turns aside in Westcott, as has happened often in the case of Eastern old wolves. Indeed, a man never pays little to the poetic or musical character.

Death strikes inevitably all living creatures here as elsewhere, but in the teller of his fairies ox-starvation figures not at all when the returns are made up for British Columbia.

T. L. GRAHAME.



SKIN OF NEWLY DISCOVERED WHITE BEAR.

perpetual sustenance and protection from rains of heat and cold.

Rivers from the Eastern woods may find in the British Columbia forests a rich store of the novel and delightful. Nature has provided with marvellous plenty for the wants of her children; no economy overflows, with sumptuous fare. Spring has hardly given the air with its joyful radiance before the berries burst forth in their lavish abundance and infinite variety. The huckleberry (skunkberry), scarlet and purple and incandescent, the salal, purple to this Coast, and prime favourite of bird and beast; the Oregon grape, a little later

berries of exquisite flavours strawberries, small but savoury; wild cherries, currants and gooseberries. Boughs bend and snap under the weight of the fruit, so amazing is the profusion.

But chief amongst them all in the estimation of bear, squirrel, chipmunk, woodchuck, raccoon, mink and all the smaller deer of the woodland world, and also with the feathered epicures, is the

salmon up that and perching on the sounder. But the quiver of a muscle, and—whisk Adjummo is yonder on the topmost twig swearing and scolding heartily.

Later in the year come the crab apples in amazing abundance, the chosen tablum of the grouse, partridge and other game birds, as well as of nearly all

Columbia's waters, creeks, bays, rivers and tidal waters team, do to make up for the loss of the fish course? Only those who have witnessed a drive of humpback salmon ascending a small stream in British Columbia, or who have seen a good noachian (tennis) fish run, say on the Fraser, can form any idea of



# An Immense Copper Producer

**T**HE Granby Consolidated Mining, Smelting & Power Co., Ltd., is the largest producer of copper in Canada. That this is a fact may be seen by a reference to official figures of production for the year 1904. The copper production of the Dominion last year totalled about 43,000,000 pounds, of which total British Columbia produced 35,700,000 pounds. The Granby Co.'s production was about half of that of the province, and more than two-fifths of that of the whole of Canada, with gold and silver added to the value of about \$1,250,000, the total value of the company's mineral production for the year having been at New York prices between \$3,000,000 and \$3,500,000.

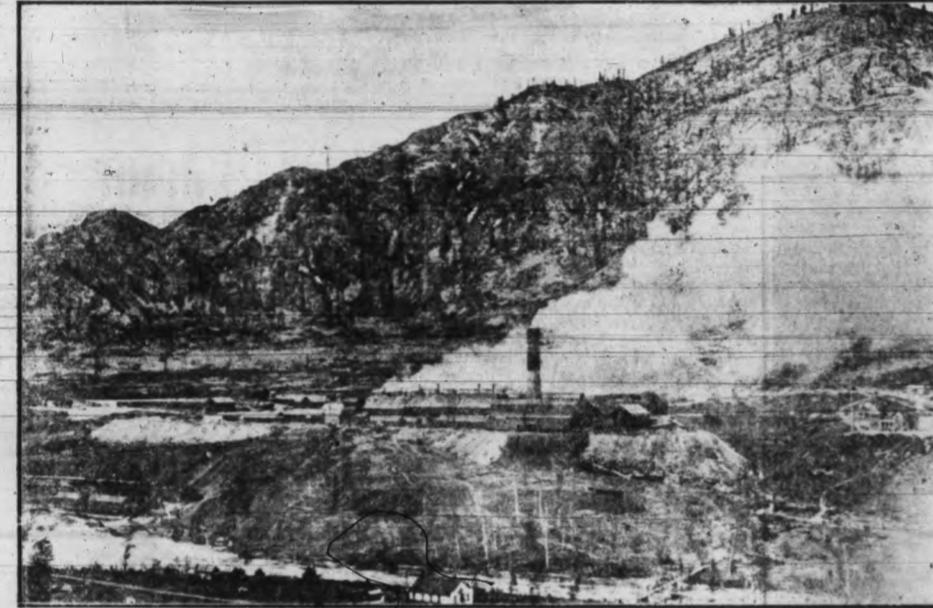
The company, which is a consolidation of four smaller companies, owns a large group of valuable mineral claims at Phoenix, in the Boundary district, including mines containing enormous bodies of copper, gold, etc. Mr. John Stanton, of New York, who has been designated "the Father of the Copper Industry," after having visited these mines, was reported in the public press to have said: "The Granby ore body is the largest sulphide ore deposit I have ever examined."

The power plant at the mines includes two Canadian Bentall Co.'s compound duplex air compressors, having together a rated capacity equal to operating fifty 25-horse-power diesels. These are driven by Canadian Westinghouse 700-horse-power induction motors, which are counter-shafted in the engines by rock drives. Large rock crushers, capacity of each helping 150 tons of rock per hour, driven by 100-horse-power electric mo-

tors, who has been actively connected with this important enterprise from its beginning. Twelve months later the first shipment of ore was received from the company's mines. The smelter sampling mill was started on August 17, 1901, and eight days later the first furnace was blown in. Two months afterwards the second furnace was put in blast. These two furnaces constituted the first installation at these works. In February and March, 1902, two more were blown in, and in November, 1903, the number of operation was increased to six. These furnaces are double-decked steel water-jacketed stacks, 44 by 100 inches at the tuyeres, and are set 30 feet apart, centre to centre. They have an aggregate treatment capacity of 150,000 tons of ore per day. The blast houses are at Comoxville, blown

by steam turbines operated by Westinghouse induction motors. The gases from the furnaces pass off through flues which are connected with the blast houses, and leading to the smokestacks 14, by 11, feet inside measurement, or 1572 feet 6 inches high.

Two large blast furnaces, much larger than those now in operation, are being installed. These will add



GRANBY SMELTER, GRAND FORKS.

ed, and my mining experience has extended to every variety of copper ore. It is analogous to the famous Rio Tinto, of Spain. The Granby ore is lower in copper, but it carries larger values in gold and silver. It is larger than the famous Tennessee deposit. Hitherto sulphide ore bodies from 40 to 80 feet wide have been considered large, but this one at Phoenix eclipses anything else I ever inspected. I don't know of its equal on the continent. The millions of tons of ore in sight and the vast storage reveal a veritable revelation to me. I believe the Granby Co. can open this at a profit, no matter what figure copper may fall. With the advantages of gold and silver in its veins, it can produce copper at a price that would put less valuable minerals out of business.

The removal of the surface drift has exposed ore for a width of about 200 feet, and workings have been opened along its length, which is known to be at least 3,000 feet within the limits of

the ore before shipment to the smelter. Steam shovels load the ore into cars, which are hauled from the workings to the bins by locomotives. Other equipment throughout the mines is in keeping with the general policy of the management being to provide for the future in view of the increasing demand for copper.

A recent addition to the labor-saving appliances in use at these works was the substitution of electrically operated hand-crushers for the hand-feeding and hand-operated mechanical apparatus previously used. The latest improvement effects a large saving in cost of labor and time, without any loss in smelting results obtained.

Smelting operations were commenced on January 15th, 1902, the converting of the matte into blister copper refining followed to the refinery by nearly 50 per cent. The converter building is on the same level as the furnace. It is a steel fire-proof structure, 100 by 68 feet and 45 feet high in the

center, and has an unloading device specially built for the Granby Co.

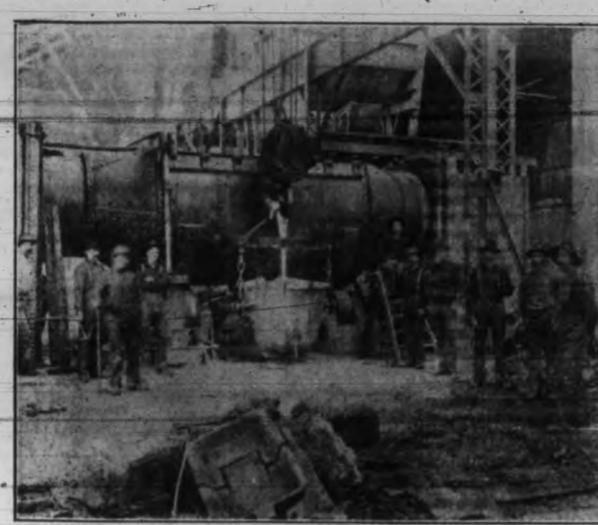
The converter plant is being enlarged by the addition of an Attili Chalmers' duplex electricity-driven blowing-engine having a capacity of 6,000 cubic feet of air per minute and operated by a Westinghouse 300 horse power induction motor.

A briquetting machine makes all fine dust and other fine material into briquettes for remelting. The machine is of the straight plunger type, and the briquettes it turns out are taken direct to the furnaces.

There are two separate sampling plants, each having a large gyratory crusher, rolls, automatic samplers, etc.

The total daily capacity of these plants is 2,400 tons. They are receiving ore, provide storage room for about 15,000 tons of ore. The bulk of the ore treated here comes from the company's mines, but custom ore is also received, as well as coming from Boundary and Roseland mines, and from Republic camp, in the state of Washington.

The laboratory and assay department is equipped with modern apparatus and appliances for all analysing and assay-



CONVERTER ROOM, GRANBY SMELTER.

main part. The plant includes two stoves of converters of the horizontal-barrel type, these having a capacity of 70 to 100 tons of copper matte daily, which would be about the quantity of the class in general use in the district would be able to supply. Under the converters are mould carriers, operated by a hydraulic ram. The converter shells are each 72 inches in diameter by 100 inches in length. Other equipment includes a 40-ton electric travelling crane, 40-foot span, for handling the bodies of matte and the converter shells, and a quartz-crushing plant, which is used for preparing material for lining the shells.

A 10-ton electric travelling crane, 24-foot span, unloads the bodies of molten matte from the furnaces to the converter building, where the large crane transfers it to the converters, which are tilted by hydraulic power. The hydraulic pump, which supplies pressure to operate various machinery, in the converter building, and the engine for blowing the converters, are in a separate building.

The engine is belt-driven to a 250-horse-power electric motor; it is of the power type, with cylinder 26 by 30

inches, and has an unloading device specially built for the Granby Co.

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GRANBY MINES, PHOENIX.

is the Granby Consolidated Smelting and Power Co., Ltd.

Its Smelter at Grand Forks and Rich Mines at Phoenix.

Mr. A. B. W. Hodges, who designed and constructed these smelting works, has been connected with the metallurgical industry since 1886. His first important position was that of assistant superintendent of the works of the Philadelphia Smelting & Refining Co., at Pueblo, Colorado, U. S. A. From there he went to Socorro, New Mexico, to take the management of the Rio Grande Smelting Works, belonging to the National Lead Co. Later he became superintendent for the Compania Metallurgica Mexicana, at San Luis Potosi, Mexico. Subsequently he accepted the management of the St. Louis Smelting & Refining Works at St. Louis, Mo., owned by the National Lead Co., and later he was promoted to the management of that company's manufacturing department in New York. In addition to this varied experience he has done much valuable mining and metallurgical work, including important improvements he has introduced into the Granby Co.'s works.

The organization of the Granby Co. was mainly the result of the persistent efforts of Mr. Jay P. Graves, its general manager, who ten years ago, became largely interested in the Old Ironsides and Knob Hill claims, which were the



A. B. HODGES, SUPERINTENDENT GRANBY SMELTER.

the machinery in operation at the works is driven by four double 16-inch turbine water wheels connected with the flume by steel intake pipes 4 feet 7 inches in diameter. Each wheel is directly connected with a rotating armature, alternating current generator. Another wheel is belted to two triple pumps, each with a daily capacity of about 750,000 gallons, to supply water for the furnace jackets, slag granulation, etc. The power generated here is supplemented when required by 1,000 h. p. obtained from the Cascade Water, Power & Light Co., having its generating station at Kettle river, about 14 miles below Grand Forks. A double-circuit, 3-phase transmission line branches off from the main line between Cascade and Phoenix and connects with the brick sub-station at the smelter, where the voltage is reduced from 20,000 to 500 volts. The electrical equipment in this sub-station includes one set of 1,000 h. p. Canadian General Electric air-cooled, step-down transformers, with motor and buffer-blower, one set of 800 h. p. Westinghouse oil-cooled transformers, switch-board, lightning arresters, static interrupters, and the customary other apparatus.

The flowing are the directors of the Granby Co.; George M. Baker, Jacob Langlois, Geo. M. Luther, Wm. H. Nichols and John Stanton, of New York; Geo. C. Clark, H. L. Higginson and Arthur C. James, of Boston; Jay P. Graves, vice-president and general manager; G. W. Wooster, Grand Forks, B. C. treasurer; Northrup Fowler, New York, secretary; A. B. W. Hodges, Grand Forks, B. C. general superintendent; and O. B. Smith, Jr., Phoenix, B. C. mine superintendent, and W. S. Williams, smelter superintendent.

## BIG PORTLAND CEMENT INDUSTRY

**A**DVANTAGEOUSLY situated on Tod Inlet, a harbored branch of the friendly Desolation Sound, the Vancouver Portland Cement Company occupies all the requisites to a prosperous future. This concern, which began its production in the fall of 1903, is one of the most recent industrial ventures in this neighbor, which number so far of limited resources is still small. The company has authorized capital of \$500,000, and the officials are meantime well known in Canadian commercial circles. The president is E. R. Wood, of Toronto; vice-president J. E. Murphy and G. G. S. Lindsay; managing director, R. P. Hartshorn.

The establishment at Tod Inlet represents an investment of approximately a quarter of a million dollars, but an inspection will convey more adequately than words can do of the extent of this venture. The plant is a new one, the elements of which are of a quality that has made a favorable impression on a few firms, who are of interest and importance. The board approves of the company for its operations covers between 400 and 500 acres, while the actual surroundings are such that it is easily speakable that it will be 2,000 acres.

Taking first the raw materials, clay and limestone, the presence of which justifies the venture. The officials of the company are satisfied that there is an unfilled supply available. An analysis has shown that they are specially adapted for the production of a high character Portland cement, expert examination having disclosed the following properties:

Clay,

Silica, 22.3.

Alumina and iron, 27.5.

Lime, 3.5%.

Magnesia, trace.

Sulphur, 2.9.

Metals and organic matter, 5.75.

Alkaline trona.

Limestone, 1.20.

Alumina and iron, 4.6.

Carbonate of lime, 98.10.

Magnesia, trace.

Silica, 22.3.

These materials are found within a short throw of the works, and lying close by are another, which enables them to be handled by the same conveyor, a narrow gauge track being laid from this point to the scene of treatment. The track is on grade, another advantage, because the materials can be conveyed to the buildings by gravitation.

Actual construction began in June last year, and was pushed expeditiously along carefully designed plans. A large number of hands were continuously employed, and the fact that everything was ready for the manufacture of cement in the spring this year affords proof of the industry of those engaged in the building operations. The structures are substantial and fireproof, the walls being of stone and concrete, varying from ten to twenty feet high, while the roof is what is known as Matthews fireproof.

The principal operations in the manufacture of cement at these works are carried on under practically one roof. There are seven compartments, comprising crushing, mixing, drying, the rotary kiln and mill sections, the latter connected, however, the various stages rendering immediate proximity feasible another necessity. The manufacture of cement strikes the layman as being a very intricate process, representing a variety of phases that few realize.

A few dimensions will be of interest.

The compartment in which the crushing, drying, and burning take place is the largest of the group. It is about 170

feet long by 60 feet wide, with a spacious building in itself. The mill room,

which is not partitioned from the other



THE VANCOUVER PORTLAND CEMENT WORKS, TOD INLET.

300 barrels a day, which will be increased when the market justifies an expansion. The cement is pronounced by experts to be equal to the very best for

all purposes, and is bound to command a big share of patronage.

Although this enterprise is one of considerable magnitude, as will be seen from

the foregoing, the officials in charge have conducted their work without any ostentation. They have been content to wait until their product, in challenging com-

petition on the market, spoke for itself.

There is no question that cement manufactured at Tod Creek will find ready use.

# E. B. EDDY & CO., Hull, Canada

The Largest Manufacturers of Book, News and Wrapping Paper and Paper Bags on the Continent.

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These are the  
NEWEST and BEST  
in  
WASHBOARDS

An examination of the crimping of the zinc will convince you that in using these Wash Boards the VERY BEST RESULTS can be obtained with the least possible labor.

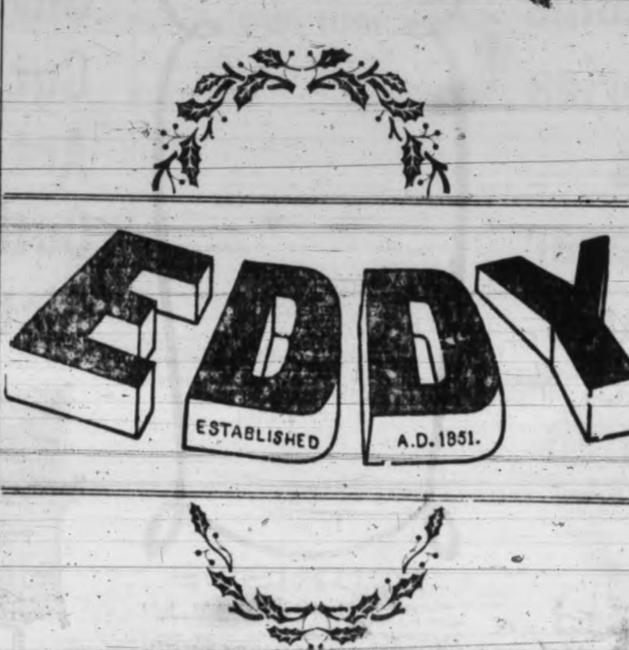
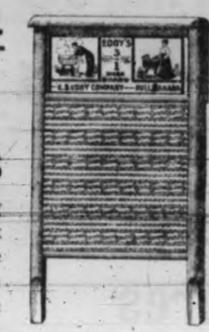
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E. B. EDDY'S FIBREWARE

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The facilities of our store are most ample and complete, either for supplying individual furnishings or the taking of the entire work off your hands. We are prepared to talk over plans with you and give complete estimates for all sorts of furnishings, from the carpets, wall-paper and furniture, to the china, linens and silverware. For those who are planning a new home, a careful study of our large and handsomely illustrated catalogue will aid materially in computing the cost and in the selection. Send for a copy. It is free.



A DAINTY DRAWING ROOM

It is not an easy proposition to successfully plan a pretty Drawing Room. It is often the most difficult room in the house to lay out, but we excel in this department. It is our business, we know it from A to Z, and what is most important, we carry a stock that enables us to follow out any scheme, any period, any color tone, so that the result is harmonious and pleasing to the most exacting taste.

### THE DRAWING ROOM

Offers a fine scope for the expression of artistic conceptions of what a Reception Room should really be.

It should breathe a warm welcome, its "cozy" furnishings an invitation to your visitors to feel at home.

Perhaps the most prominent feature in dainty drawingrooms of to-day is the profusion of artistically designed Rattan Furniture, this lends itself to appropriate upholstering and is beautified by rich coverings, which find relief in their delicate foundation.

The soft shadings and velvet pile of a good Axminster Carpet cannot be excelled for a floor covering. The general tone of the room will of course be pale, and if the draperies of Silk the effect will be considerably enhanced. Window Curtains of Nottingham or Swiss Lace, a Window Seat of generous proportions, a Cosy Corner and Lounge, all upholstered en suite. These, with a few pieces of dainty Oak or Mahogany Furniture, Cabinets, Tea Tables, Music Stands, etc., complete a dignified yet dainty apartment.



### THE BEDROOM

A charming collaboration of bright, simple furnishings produce the most charming effects in a cheery bedroom. No lavish display here—everything should be quiet and restful.

With the Wall Paper for a base, we can decide on our door covering. An Art Square of conventional design, Dainty Enamelled Iron Bed in white, cream, or in the prevailing color tone of the room.

Just a few well selected Pictures, Curtains of Bobbinet or Swiss Muslin (Clint or Drimy) can be used with delightful effect, a cozy Window Seat with hinged cover and upholstered in harmony. A comfortable Lounge, similarly covered, including, perhaps, two or three simple chairs, and perhaps a half Swiveling Arm Chair or Rocker, a tall Chiffonier in rich grained oak, a low Dresser of graceful design, and a Wash Stand or Sommole to match—and our scheme is complete.

The necessary China, Ni-nacs, and Toilet Articles that every woman must have may be found in great variety in their respective sections. We have them all.



### BROAD STREET WAREROOMS

Wherein are stored the immense resources of Furniture, Linoleums, Mattings and Mattresses, Go-Carts, Stoneware and Crockery of all kinds; of which we carry only samples in our Show Rooms.

Carloads after carload of various merchandise have been stowed away in this building during the past month.

It is this capacity for buying in large quantities that enables us to place before our customers reliable goods at the lowest prices consistent with quality.

Furniture  
Carpets  
Linoleums  
Draperies  
Linens  
Wallpaper  
Go-Carts



TOURISTS

### An Introduction

If you do not know us, this advertisement will introduce us. If you do, it will help the acquaintance along.



**Libbey**  
ENGRAVED  
ON  
EVERY  
PIECE.  
WORTH SEEING

Come, feast your eyes on the brilliant beauty of our display of the famous "LIBBEY CUT GLASS".  
IRON BONS.  
PRESERVE DISHES.  
PERFUME BOTTLES.  
SUGARS AND CREAMS.  
OIL BOTTLES.  
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CLARET JUGS.  
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CELERI DISHES.  
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TUMBLERS, ETC.

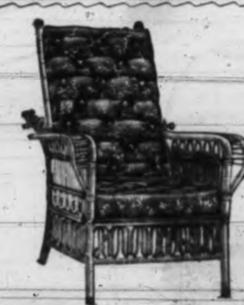
First Floor

TOURISTS

We extend a hearty invitation to all to visit our store and inspect the exhibits. The beauty and exclusiveness of the showings is unequalled, anything heretofore attempted, and inspires the greatest admiration.

We reach out into every quarter of the globe and buy the best—wherever it may be found—for you. Whatever your needs may be in Home Furnishings, we are here to supply them. If you need Parlor, Dining Room, Library or Chamber Furniture, we have the newest and handsomest of the season's styles. If you need Carpets, Mattings, Rugs, Oilcloths or other Floor Coverings, we have everything you require. If you need a Refrigerator or a Baby Carriage, we are candidates for your trade; whether it be a home or a single piece, we will make it to your advantage to come to us. Your wants have been fully anticipated here.

Crockery  
Glassware  
Silverware  
Cut Glass  
Art Ware  
Cutlery  
Pictures



A REAL COSY HOME CORNER

Interior Fitments are a specialty with us. If you are contemplating changes or additions to your home, it will be to your advantage to consult with us. We can help you in making appropriate selections for carrying out any work of this character.

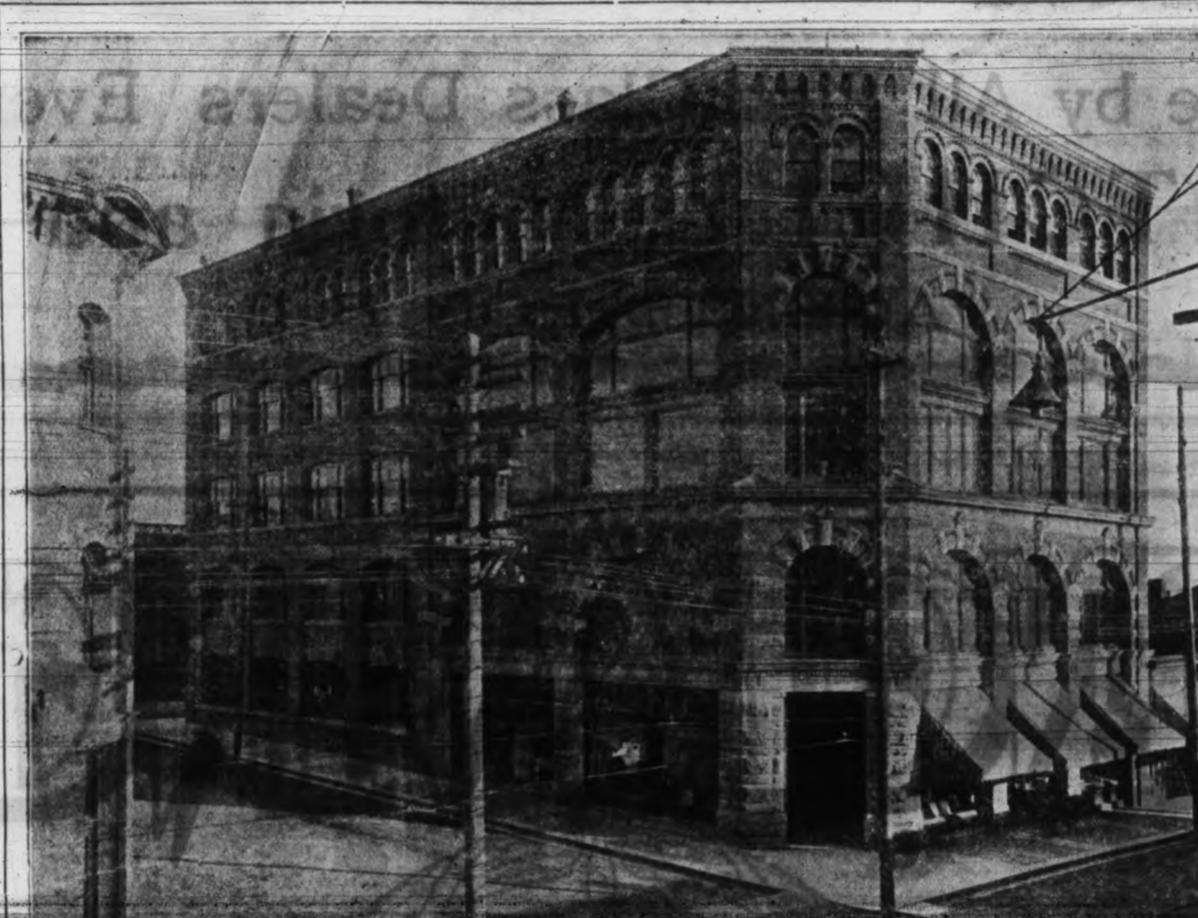
Our large experience is at your disposal, and we guarantee satisfaction. We have succeeded purely on our merits, our methods, and the quality and reasonable prices of our goods.

### THE DINING ROOM

Perhaps the room most used and appreciated in every home is the Dining Room—here all meet in social intercourse and comfort, and the surroundings should bring contentment and satisfaction. Softly shaded Buffings or Ingrain Papers are most affected for wall treatment—these make an excellent setting for pictures or plaques. An Oriental Rug or a Floor Covering of Wilton or Brussels will be found most appropriate and serviceable. The Furniture Fashions are now centred on Quarter Cut Oak, its rich, bold graining is very handsome and commands itself to the popular taste.

Many people prefer Mission Furniture in Weathered or Ficus Finish. The massive, solid oak frames of simple design appeal to their critical taste.

Draperies of Velvets or Tapestry are in order; Plate Racks adorned with suitable Plaques give a striking effect. The Glass, Silverware, Cutlery, Table ware and Linens are shown in their several departments; the selection of these holds a fascination for the home loving housekeeper.



### Our Showrooms--Five Floors and Basement

Containing an exhibit which is everywhere conceded to be one of the "Finest in Canada."

### Our China Showrooms

Are a revelation of beauty. The golding thought in the selection of wares for this section has been phenomenal. We aim to have the most different—our designs and decorations are refined and artistic and at prices distinctly low—for goods of quality.



### To Deale's

We do an extensive wholesale business, but we want more. Traders realize that our store is worthy of their confidence.

Our fair dealings and liberal discounts have won for us a large connection, and if you are not already a customer we would like to hear from you.

It will be to your advantage to communicate with us. We pack and ship all goods free of charge.



### BRETY WARE--CARVED BAMBOO



We are optimistic of the future, with the knowledge that we are better prepared than ever to maintain our supremacy in the House Furnishing field of the Great Northwest.

### Cutlery--Silverware

Departments are kept up to the top hotel of reliability and breadth of choice. In the Sheffield Section, Joseph Rodger & Sons' products are paramount, although we offer a wide selection in cheaper lines.

In Silverware, Rogers' celebrated goods have pre-eminence.

### Mail Order

Department is in charge of experienced hands, ready at all times to give your slightest request prompt and careful attention. Out of town patrons will do well to get a copy of our catalogue, 220 pages of interesting information about Home Furnishing, full of suggestions for the complete fitting up of cottage or mansion. Send for it to-day. It's free and costs you but a post card. It will pay you to deal with us.



### HUMBOLDT STREET FACTORY

With the aid of experienced craftsmen and modern machinery, we have turned out some of the finest work in the Province from this Factory. We are specialists in the fitting up of churches, stores, banks, saloons, etc. We manufacture here Furniture of all descriptions, and can reproduce any style, modern or antique, to special designs—architects drawings or your own sketches. We are pleased at all times to furnish estimates and give suggestions free of cost.